

Dan Jones & Associates Telephone Survey

General

In November 2002, Dan Jones & Associates conducted a telephone survey regarding the I-15 South project. A total of 1,028 people in Utah and Salt Lake Counties were interviewed. The following pages contain survey results.

Following the telephone survey results, there are additional survey questionnaires that were submitted on the project web site. In addition to the electronically submitted surveys, several public comments were received and are found at the end of the appendix.

Study conducted for
STANLEY CONSULTANTS

NOVEMBER 2002

Study conducted by
Dan Jones & Associates, Inc.
Salt Lake City, Utah



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INTRODUCTION

Dan Jones & Associates, Inc., a full-service, independent, public opinion and market research firm located in Salt Lake City, Utah, was commissioned by Stanley Consultants to conduct and compile a research study regarding the I-15 corridor between 10600 South in the Salt Lake Valley and the Alpine Interchange in Utah Valley.

RESEARCH OBJECTIVES

- Measure the current level of satisfaction with the road conditions of I-15 between Sandy and Alpine.
- Solicit suggestions and comments for handling traffic congestion in the area.
- Establish residents' support of the short-term fix of adding one lane in the median.
- Assess the perceived environmental impact of the proposed project.
- Compile a list of issues and concerns travelers of the corridor may have with the proposed project.
- Examine residents' attitudes about growth that may arise from the project.
- Examine drivers' familiarity with UDOT's web site.

PROCEDURES

Dan Jones & Associates developed the questionnaire with direction from John Sayles and Bob Jacobs of Stanley Consultants. To meet the research objectives, 1028 people who travel along I-15 from Sandy to Alpine, Utah were interviewed between November 12 – 16, 2002, during afternoon and evening hours.

Prior to implementation, the client approved the questionnaire. Before any fieldwork began, the survey instrument was thoroughly pretested on individuals selected at random from the sample universe (people who travel on I-15 from Sandy to Alpine). The pretest is designed to detect any discrepancies that might have existed in the instrument in terms of completeness, level of shared language, and appropriateness of the questions. The client also approved any changes made to the questionnaire as a result of the pretest.

SAMPLE

For the purpose of this research, Dan Jones & Associates utilized a random systematic sampling procedure, giving each member within the sample universe an equal opportunity of being selected for an interview. The margin of error for this survey is $\pm 3.0\%$ for the total data. Please note that the margin of error applies only to the total data. For the responses of subgroups within the data, the margin of error increases.

FIELD WORK

Dan Jones & Associates employs professional, experienced interviewers who have worked on numerous surveys to date and proven to be reliable, thorough, and able to develop excellent rapport with respondents. Interviewers were cautioned to limit interaction with respondents concerning the individual responses to the questionnaire. Interviewers were carefully briefed by the project director to assure congruity in reciting the questions and in recording the responses.

Both structured and unstructured questions were used to measure intensity of opinions and to assess the perceptions of respondents. Demographic questions were asked to provide opinions of subgroups.

DATA ANALYSIS

The staff of Dan Jones & Associates prepared statistical results. Each question has a response distribution, as well as a series of cross-tabulations or contingency tables, which organizes responses by various demographic groupings and allows for detection of differences that may exist between the opinions of subgroups. Dan Jones & Associates analyzed the data using SPSS, Statistical Package for Social Science. Several statistical tests were conducted to determine if the differences found in the relationships between two populations are real or merely due to chance. Checkmarks highlight statistically significant findings

Survey results are included in the Detailed Analysis section. Appendices include the questionnaire with results, verbatim comments, and demographic tables.

EXECUTIVE SUMMARY

CURRENT USE OF I-15 SOUTH

The survey group was screened to include only those who travel on I-15 between 10600 South and the Alpine Interchange. Two out of five respondents (41%) travel this stretch of freeway on a regular basis (daily or weekly), and 30% make the trip monthly. Although the remainder of the respondents does travel the corridor, they do less frequently: 16% every few months and 13% once or twice a year.

Also, nearly one-quarter of the survey participants (22%) declare that they travel the corridor regularly **during rush hour** (again daily or weekly), and 18% do so monthly. More than one-quarter of the respondents (27%), however, travel the Sandy to Alpine stretch of I-15 during rush hour only every few months or less. One-third of the participants (33%) never travel the corridor during rush hour.

CURRENT SATISFACTION LEVELS

Participants are relatively satisfied with snow removal (mean score 5.45), the drainage (5.41), and the speed limit (5.33) on a scale of one (very dissatisfied) to seven (very satisfied). Riding quality rates nearly as well with survey participants (5.00). Notwithstanding, traffic congestion is the one aspect of the corridor that drops below a neutral rating with a mean score 3.49. Overall satisfaction with the roadway receives an above average mean score of 4.67.

HANDLING THE TRAFFIC CONGESTION

The most prevalent recommendations offered by interviewees for handling increased traffic congestion are to add more lanes (24%), widen the freeway (13%), and to extend light rail into Utah County (11%). Some motorists also mention extending the HOV lanes (8%), or developing alternate routes (6%).

When queried about a nine-month project to add one lane for each direction in the median, 62% respond with a 6 or 7 (on a one/strongly oppose to seven/ strongly

favor scale), indicating notably strong support for the nine-month construction project that would provide only a short-term fix. On the diametric end of the scale, only 8% voice strong opposition (a rating of 1 or 2) to the plan for additional lanes. The mean score for all survey participants is 5.56.

PERCEIVED IMPACT TO THE ENVIRONMENT AND COMMUNITY

As indicated by the mean scores (on a one/very negative to seven/very positive scale), most respondents feel the impact of the nine-month construction project would be fairly neutral, leaning toward positive. Respondents speculate that area business would be somewhat positively impacted (mean score 4.72) and air pollution would be somewhat negatively impacted (3.95). Other environmental factors include: historic resources (4.30), canals (4.24), wetlands (4.17), vegetation (4.12), noise (4.07), and wildlife (4.06).

ISSUES TO CONSIDER BEFORE PROCEEDING

Although most respondents (69%) admit they don't know what issues need to be considered before proceeding, a moderate number (6%) say public transportation (TRAX, light rail, busses) should be increased. Four-percent express concerns with the costs and financial issues, and another 4% mention various construction concerns. Three-percent state that the public needs to be informed of alternate routes, and 2% recommend that the job needs to be done quickly.

THE EFFECT OF CONSTRUCTION ON GROWTH

The survey reveals that over half of the interviewees (52%) feel that adding a lane on I-15 between 10600 South and the Alpine Interchange will not result in a growth increase in their area. Forty-four percent say that the construction will result in increased growth in their area. The majority of those who feel their area will experience growth because of the proposed construction tend to say that growth will be positive, with one-quarter (24%) stating it will be very positive, and 42% somewhat positive.

SUPPORT FOR THE PROJECT

Given a general, brief explanation of the proposed plan and its impact, survey participants display solid support for this nine-month construction project with one-third of them (33%) saying they strongly favor it, and another 43% saying they somewhat favor the project. One-fifth of the respondents, however, voice disapproval as demonstrated by the 12% who declare they somewhat oppose it and the 9% who maintain they strongly oppose the plan.

USING THE INTERNET TO KEEP THE PUBLIC INFORMED

Three-quarters of the survey participants (73%) currently use the Internet. Furthermore, eight out of ten Internet users (82%) state that they would know how to access UDOT's web site.

CONCLUSION AND RECOMMENDATIONS

Although residents who travel from 10600 South to the Alpine Interchange are fairly satisfied with most aspects of the freeway, they are frustrated by the traffic congestion in the area.

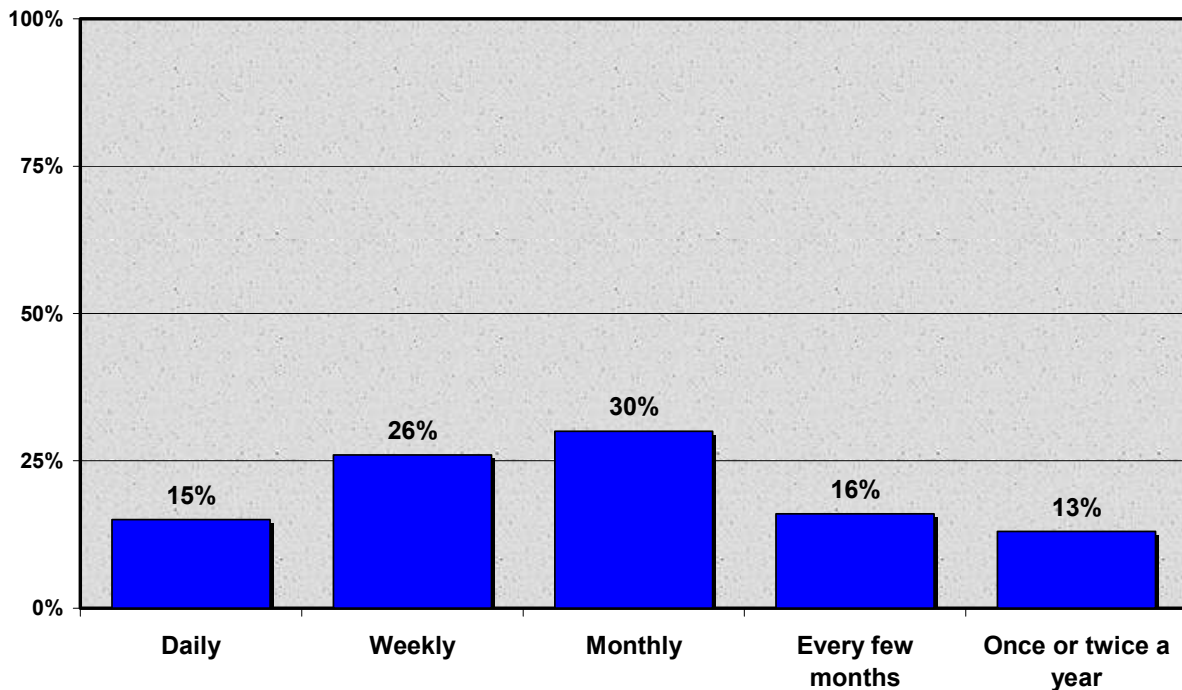
Residents along the Wasatch Front who use the I-15 South corridor voice strong support for a nine-month construction project that would result in a short term fix to the traffic congestion problem. However, they also want other options explored, such as extending TRAX into Utah County or expanding mass transit in other ways, continuing the HOV lanes on south past the Point of the Mountain, and developing alternate routes of travel. Suggested alternate travel routes include: improving and expanding Redwood Road or extending Bangerter Highway further south—somewhat west of existing thoroughfares.

It is also important for residents to feel that they are being kept informed about the project, including costs, alternate routes, and the ongoing status of the construction. Many residents could be kept informed via the Internet. However, not all residents utilize this source and other methods of disseminating information should also be used.

DETAILED ANALYSIS

Question 1: How frequently do you travel along the I-15 corridor between 106th South in Salt Lake County to the Alpine Interchange in Utah County?

Travel 10600 South to Alpine Interchange



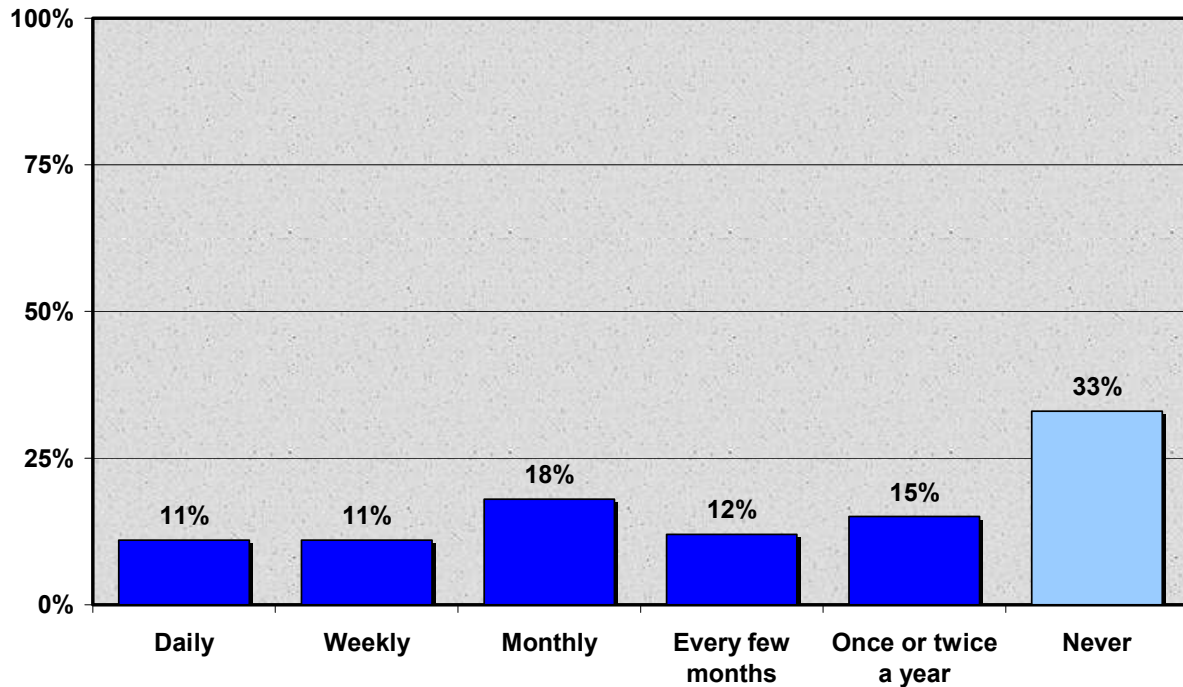
Two out of five of the survey participants travel the I-15 corridor from 10600 South to the Alpine Interchange regularly. In fact, 15% travel it daily and 26% on a weekly basis. Nearly one-third (30%) travel along the corridor monthly. Although the remainder of the respondents travel the corridor, they do less frequently: 16% every few months and 13% once or twice a year.

Significant Demographics

Males, younger people (especially those age 18-39), those employed full-time outside the home, commuters, those who carpool, and people living in Utah County are more likely to say they travel the corridor more often.

Question 2: How frequently do you travel along that corridor during rush hour?

Travel during rush hour



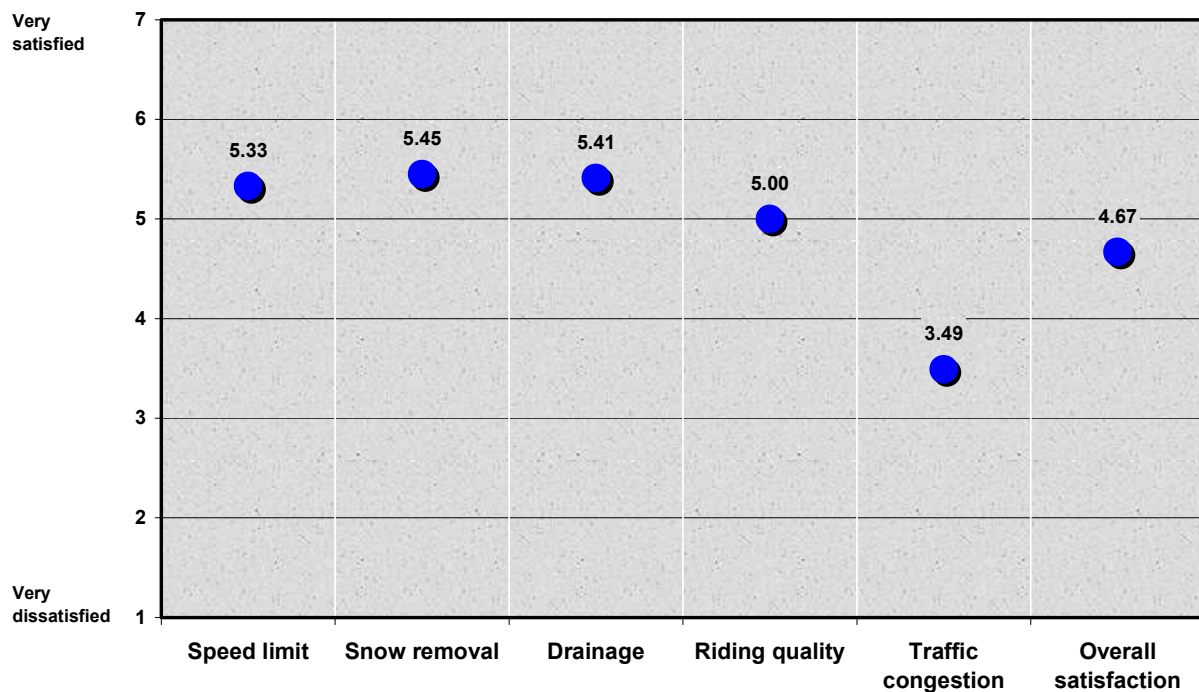
Equal percentages (11%) say they travel during rush hour along I-15 between Sandy and the Alpine Interchange on a daily or weekly basis, and 18% travel that section of I-15 on a monthly basis. Just one in eight (12%) are there during rush hour every few months and 15% once or twice a year. One-third of the respondents say that although they travel the corridor, they never do so during rush hour.

Significant Demographics

Males, younger people, people employed outside the home, commuters, people who carpool, and people who live in Utah County are more likely to say they travel on I-15 between 10600 South and the Alpine Interchange more often.

Questions 3-8: Using a scale of 1-7, please rate your level of satisfaction with the following aspects of the stretch of the I-15 freeway between 106th South and the Alpine Interchange. A rating of ONE meaning you are VERY DISSATISFIED and SEVEN meaning VERY SATISFIED:

Level of satisfaction



Collectively, survey participants seem to be relatively satisfied with the snow removal (mean score 5.45, on a 1/very dissatisfied to 7/very satisfied scale), the drainage (5.41), and the speed limit (5.33). Rating nearly as well is the riding quality with a mean score of 5.00. Respondents, however, are not as pleased with the traffic congestion (mean score 3.49), the only aspect receiving a score on the dissatisfied side of the spectrum. Overall satisfaction for that section of freeway rates slightly above neutral with a 4.67.

For a complete distribution of percentages between very satisfied and very dissatisfied, please refer to Appendix A (Questionnaire with Results).

Questions 3-8: Using a scale of 1-7, please rate your level of satisfaction with the following aspects of the stretch of the I-15 freeway between 106th South and the Alpine Interchange.
(Continued)

Significant Demographics

People who are age 60 or older and those who are **not** employed outside the home are more likely to say they are very satisfied with the **speed limit** along the Point of the Mountain corridor.

Older people, those who carpool, and Salt Lake County residents are more likely to say they are very satisfied with the **snow removal** along the corridor.

People who do **not** carpool and Salt Lake County residents are more likely to say they are very satisfied with the **drainage** along the corridor.

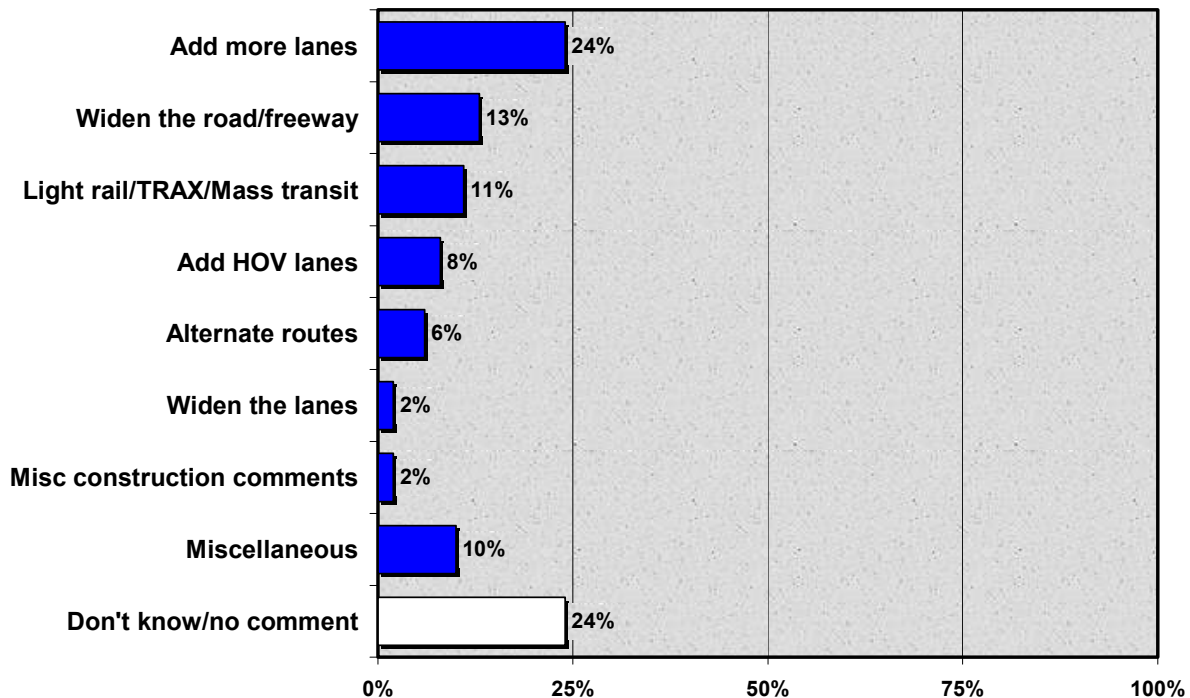
Females, older respondents, people who are **not** employed outside the home, and those who do **not** carpool are more likely to say they are very satisfied with the **riding quality** along the specified section of I-15.

Males, people who are employed full-time, commuters, and people who live in Salt Lake County are more likely to say they are very **dissatisfied** with the **traffic congestion** between 10600 South and the Alpine Interchange.

People under age 29 or over age 60, those who are **not** employed outside the home, those who do **not** commute on that section of freeway, and people living in Utah County are more likely to say they are very satisfied **overall** with the corridor.

Question 9: What do you think should be done to handle increasing traffic congestion and traffic flow along that section of I-15?

To handle congestion



One-quarter of the travelers along the Sandy to Alpine I-15 corridor (24%) suggest that adding more lanes is the best way to handle the traffic congestion, while another 13% mention widening the freeway. One in ten (11%) favor light rail, TRAX or mass transit, 8% believe adding HOV lanes would help alleviate the problem, and 6% propose alternate routes. Small percentages specifically mention widening the lanes (2%), or miscellaneous construction comments (2%). One in ten (10%) offer a variety of miscellaneous suggestions, and one-quarter of those surveyed (24%) say they don't know how to best handle the traffic congestion.

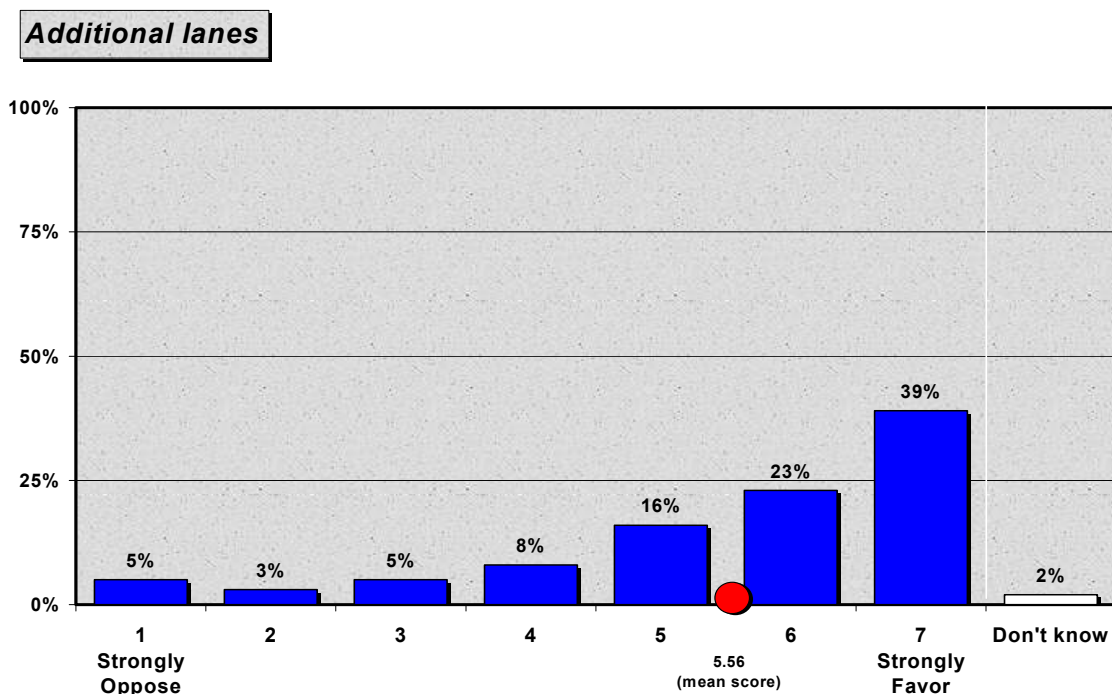
Please refer to Appendix A for the compiled list of coded responses and to Appendix B for a complete list of all verbatim comments.

Question 9: What do you think should be done to handle increasing traffic congestion and traffic flow along that section of I-15?

Excerpts from verbatim comments detailed below:

- *“Extend it to three lanes, one needs to be a carpool lane as soon as it goes down to three lanes at 106th, the traffic stops. I hate it!”*
- *“Do something there on the south end right there at the Bangerter Highway. I've experienced the bottleneck way too often. Increase lanes. Finish the light rail.”*
- *“Find a way to handle the off-ramps better, and around the Point of the Mountain and another lane, better emergency pullouts.”*
- *“I think adding maybe more incentives to people who are carpooling. Something that would convince people to carpool.”*
- *“I think that the express route should be built from Ogden to the Point of the Mountain. Something very similar to Austin Texas.”*
- *“It needs to be widened and the speed limit needs to be maintained at least 65. Or an alternate west side of the valley route.”*
- *“Open up a new highway. Increase the route of the TRAX light rail system to Utah County.”*
- *“Police need to be more aggressive on drivers that cause accidents. A freeway for semi-trucks. It would be a lot safer.”*
- *“Probably the companies changing working hours so that rush hour will be evenly distributed throughout the day.”*
- *“There are a lot of lanes that are "exit only" and that makes it harder. People aren't familiar with it, and it clogs traffic, also extend the carpool lane to Provo.”*
- *“They need to continue the new freeway. They need a carpool and and a truck lane.”*
- *“They need to have more signs with information about accidents and road construction.”*
- *“They need to monitor the on-ramps with stoplights.”*

Question 10: In order to ease traffic congestion between 106th South to the Alpine Interchange, the Utah Department of Transportation is considering an additional traffic lane in each direction within the median. Using a 1-7 scale, do you FAVOR or OPPOSE that project as a solution to the traffic congestion problem in that area, knowing that the improvements would provide a short-term fix of about 10 years and the construction would take about nine months to complete? ONE means you STRONGLY OPPOSE of the project and SEVEN meaning you STRONGLY FAVOR:



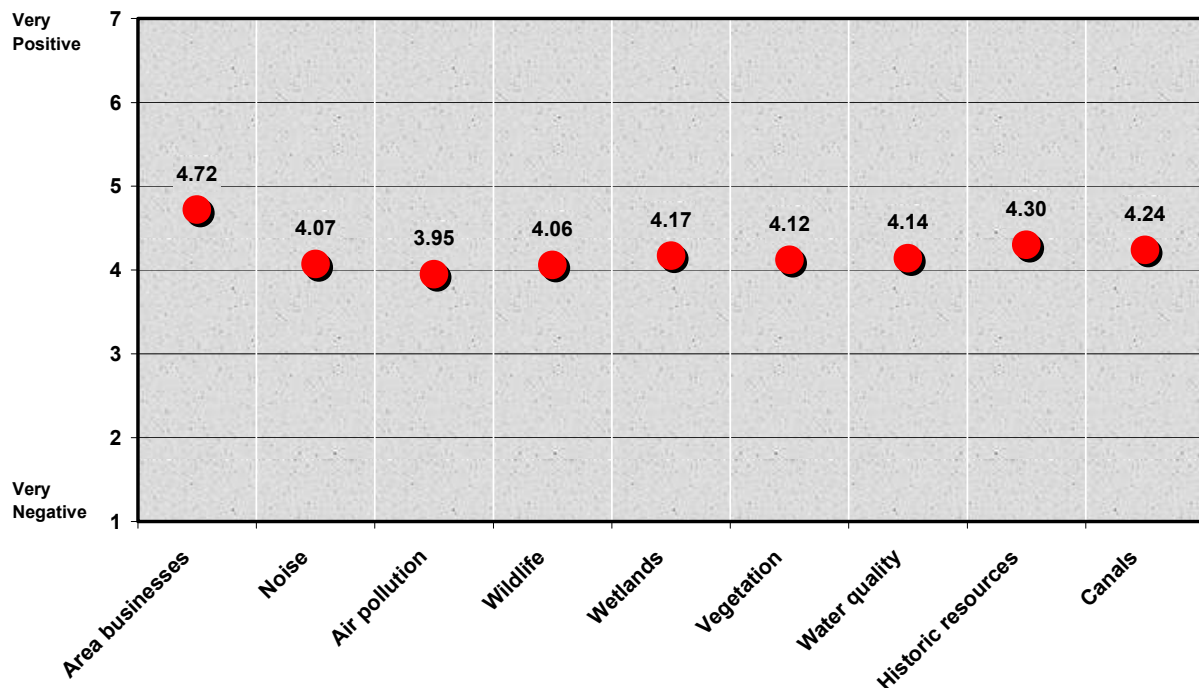
Most respondents are in favor of adding lanes to the median, even though it offers only a ten-year fix to the congestion problem. As a matter of fact, three out of five interviewees (62%) respond with a 6 or 7, indicating they are largely in favor of the additional lanes. On the other side of the scale, only 8% voice strong opposition (a rating of 1 or 2) to this plan. The mean score of 5.56 also indicates fairly solid support for the plan to add lanes to I-15.

Significant Demographics

Younger people, those who are employed outside the home, and those who use this stretch of road for their commute are more likely to say they strongly favor adding a lane in the median.

Questions 11-19: Now, a few questions about what impacts you think the proposed project would have on certain environmental factors. Using a scale of 1-7, would the proposed project have a negative or positive impact on the following: (ONE meaning VERY NEGATIVE and SEVEN meaning VERY POSITIVE):

Perceived environmental impact



As indicated by the mean scores illustrated above, most respondents feel that the impact upon certain environmental factors would be fairly neutral. All but one of the factors measured lean slightly toward a positive impact. The only factor that is perceived with a barely negative mean score (3.95) is air pollution, while respondents feel that area businesses could be the most positively impacted (mean score 4.72). The remaining factors (wildlife, noise, vegetation, water quality, wetlands, canals, and historic resources) all have mean scores between 4.06 and 4.30.

For a complete distribution of percentages between very positive and very negative, please refer to Appendix A (Questionnaire with Results).

Questions 11-19: Using a scale of 1-7, would the proposed project have a negative or positive impact on the following:
(Continued)

Significant Demographics

Younger people and Utah County residents are more likely to say they feel the **impact to area businesses** would be very positive.

People who commute along the I-15 corridor are more likely to say they feel adding lanes to the median would have a negative impact on **air pollution**.

People who do **not** commute along the corridor and residents of Salt Lake County are slightly more likely to say they feel the **impact to wildlife** would be negative.

Salt Lake County residents are more likely to say the **impact to the wetlands, vegetation, and water quality** would be negative.

Older people and Salt Lake County residents are more likely to say the **impact to historic resources** would be negative. People who are employed part-time and those who do **not** commute between Sandy and Alpine are more likely to say the **impact to historic resources** would be positive.

Respondents age 50 and over and Salt Lake County residents are more likely to say the **impact on the canals** would be very positive.

Question 20: Are there any other issues or concerns that you feel should be considered before UDOT proceeds with the proposed project?

<i>Issues to consider</i>	
More public transportation/TRAX/Light Rail/Busses	6%
Cost & financial issues	4%
Miscellaneous construction issues	4%
Alternate routes	3%
Get it done quickly	2%
Need long term solution	1%
Get publics/businesses ideas	1%
Put up sound walls/barriers/beautification	1%
Extend carpool lane	1%
11400 South exit	1%
Environmental concerns	1%
Miscellaneous Point of the Mountain comments	1%
Safety/lanes too close together	1%
Miscellaneous comments on traffic regulations/enforcement	1%
Miscellaneous	4%
Don't know	69%

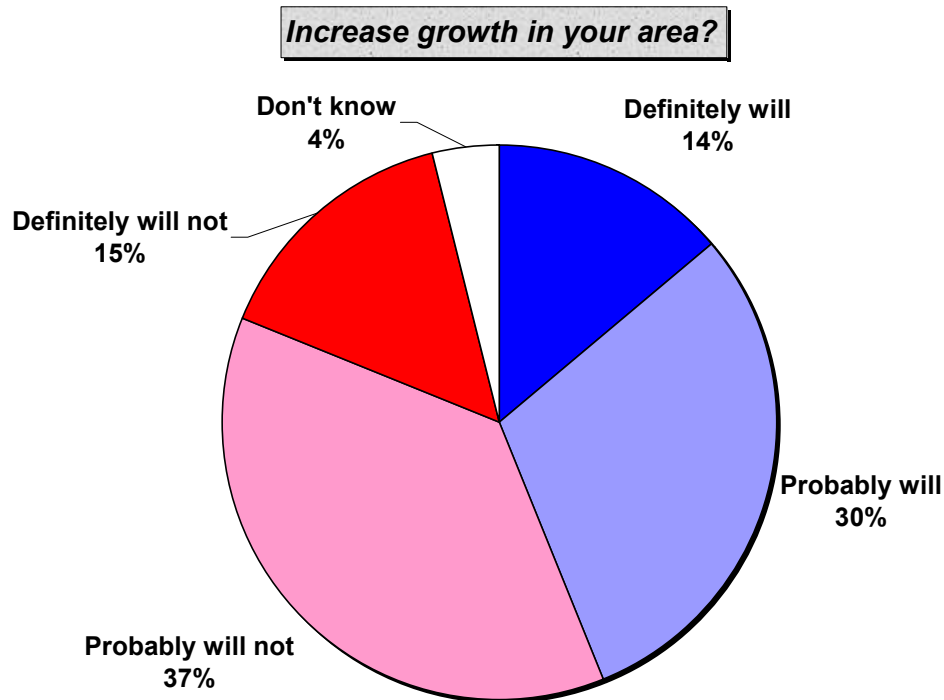
The vast majority of respondents (69%) do not know what issues or concerns should be addressed before construction begins. However, for those offering suggestions, providing more public transportation like TRAX, light rail or busses is mentioned most often (6%). Cost and financial issues, miscellaneous construction concerns are each named by 4% of the respondents. Identifying or developing alternate routes (3%), and getting the job done quickly (2%) are important issues to smaller numbers. One percent or less of the respondents mention a variety of other issues and concerns, and the complete list of verbatim comments can be found in Appendix B.

Question 20: **Are there any other issues or concerns that you feel should be considered before UDOT proceeds with the proposed project?**

Excerpts from verbatim comments detailed below:

- *“Access to businesses.”*
- *“Alternate routes need to be established.”*
- *“Are they going to narrow the lanes? If they do, then it will make it more dangerous.”*
- *“Build a freeway west of the lake for big trucks and tractor-trailers”*
- *“Make sure they cross their T’s and dot their I’s so they don’t get sued or have any lawsuits against them.”*
- *“That the one lane wouldn’t be enough, and if you’re going to all the trouble of putting in another lane, you might as well put in two so it makes a difference, ‘cause one lane won’t.”*
- *“They should consider putting in another freeway.”*
- *“They should have a greater plan, not just a 10-year fix. They should make the plan more for Utah County.”*
- *“They should plan ahead, for light rail or a train, and expand at that time, try to do as much preplanning as they can and think ahead.”*
- *“Worry about Spanish Fork Canyon – not the freeway.”*
- *“Have they looked at expanding in the west, lengthening Bangerter Highway?”*
- *“How do they plan on paying for it? I feel like our gas prices were raised for the Olympics, but I don’t want to have them raise again for the construction.”*
- *“Put in a large divider that is high enough to block the incoming traffic lights at night.”*
- *“I do not want them to take the materials from the Point of the Mountain again. They need to find somewhere else to get them. The change in the mountain is really noticeable.”*
- *“I don’t think they should do it, I think we need light rail a lot more than that other stuff.”*
- *“I guess neighborhood concerns. The people living in the area should have more say in the matter.”*
- *“I think they need to look at another route as well as I-15-- the growth is too high in Utah County-- my commute today is longer than during construction.”*
- *“There needs to be more room to park for those who ride the light rails.”*
- *“Look at adjusting the HOV lane because it ends at an unnatural time which creates more chaos.”*

Question 21: **Do you think that the project will result in increased growth within your area?**

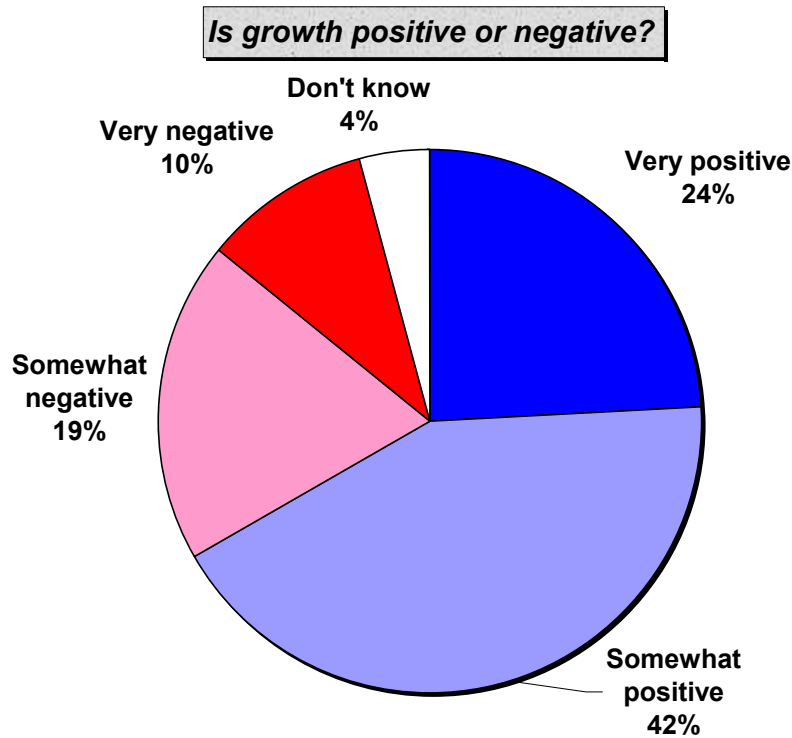


The results of this survey reveal that over half of the interviewees (52%) feel that adding a lane on I-15 between 10600 South and the Alpine Interchange will not result in a growth increase in their area. Forty-four percent say that the construction will result in increased growth in their area. Just 4% say they don't know.

Significant Demographics

Younger people, those who commute along the corridor, and Utah County residents are more likely to say that proposed construction will definitely result in increased growth in their area.

Question 22: IF YES [you think the project will increase growth in your area]: Is that a positive or a negative thing? (N=450)



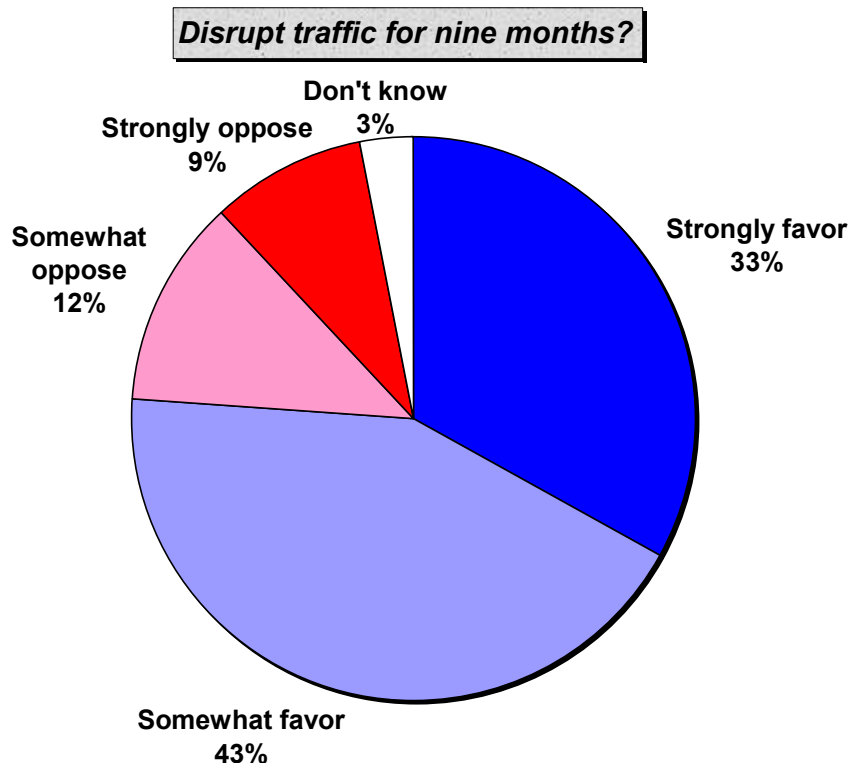
The majority of those who feel their area will experience growth because of the proposed construction tend to say that growth will be positive, with one-quarter (24%) stating it will be very positive, and 42% somewhat positive. Nevertheless, three out of ten respondents feel the projected growth will have a negative impact, with 19% saying it will be somewhat negative and 10% very negative. Just 4% say they don't know.

Significant Demographics

Younger people and those who commute along the corridor are more likely to say that the increased growth in their area will be very positive.

Even though three lanes of traffic will be maintained in each direction of I-15 during construction, traffic disruptions may occur...

Question 23: Do you favor or oppose disrupting traffic along the I-15 corridor from 106th South to the Alpine Interchange for the NINE MONTHS it would take in order to improve traffic flow along that stretch of the freeway?



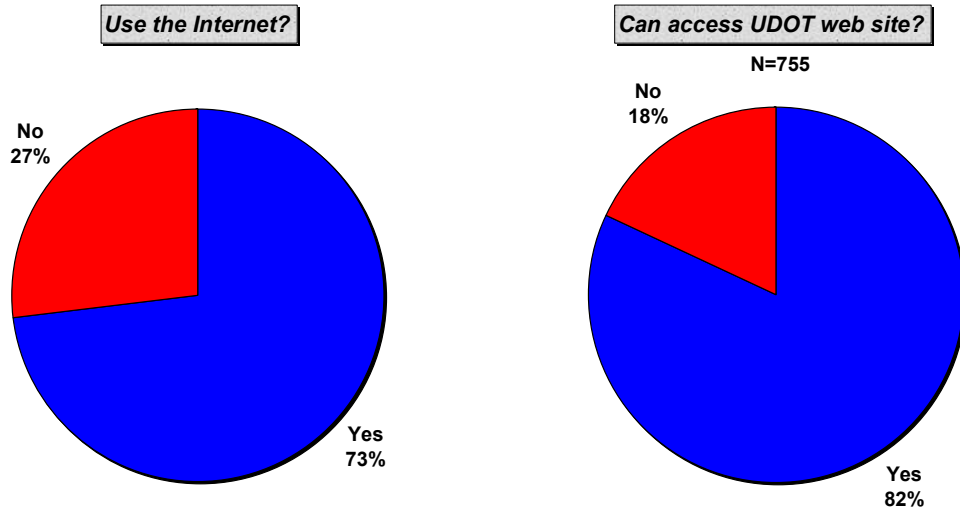
Survey participants display solid support for this nine-month construction project, with one-third of them (33%) saying they strongly support it, and another 43% saying they somewhat favor the project. One-fifth of the respondents, however, voice disapproval as demonstrated by the 12% who declare they somewhat oppose it and the 9% who maintain they strongly oppose the plan. A mere 3% states that they don't know how they feel about the disruption.

Significant Demographics

Males and people who are employed full-time outside the home are more likely to say they strongly favor the nine-month construction disruption.

Question 24: Do you use the Internet?

Question 25: IF YES [you use the Internet]: Would you know how to access the UDOT web site address?



Just over one-quarter of the respondents (27%) announce that they do not use the Internet. For the 755 respondents (73%) who do use the Internet, the majority (82%) believes they would know how to access the UDOT web site.

Significant Demographics

Males, people who are employed full-time outside the home, younger people, and Utah County residents are more likely to say they use the Internet.

People who are employed full-time outside the home are more likely to say they would know how to access the UDOT web site.

Question 26: Are there any other comments that you would like to make regarding a project to reduce congestion on I-15 from 106th South to the Alpine Interchange?

<i>Comments regarding the proposed project</i>	
Need more mass transit/Light Rail/TRAX/Busses/Commuter Rail	4%
Do it and do it fast	3%
Add more lanes	2%
Alternate routes	1%
Avoid construction during rush hour	1%
Complete Legacy Highway	1%
Miscellaneous comments about on and off ramps	1%
More law enforcement on the freeway	1%
They should do construction at night	1%
They should do construction during the summer	< 1%
Miscellaneous	4%
Don't know	82%

Although the vast majority (82%) don't know what comments to offer about the proposed construction, the greatest number with a specific suggestion (4%) mention the need for more mass transit, light rail, TRAX, busses, and/or commuter rail. Others (3%) say pointedly, "do it and do it fast," and 2% specifically cite adding more lanes. The following were mentioned by just 1% each: alternate routes, avoid construction during rush hour, complete the Legacy Highway, concerns about the on/off-ramps, law enforcement on the freeway, and that the construction should be done at night. A few (less than 1%) suggest that the construction should be done in the summer. The remaining 4% offer a variety of miscellaneous comments that could not be classified with any of the suggestions above.

Please refer to Appendix A for coded responses and to Appendix B for the complete list of verbatim comments.

Question 26: **Are there any other comments that you would like to make regarding a project to reduce congestion on I-15 from 106th South to the Alpine Interchange?**

Excerpts from verbatim comments detailed below:

- *“Extend the TRAX! That would be long-term, and better. I would prefer that to the extension of the highway.”*
- *“Just expanding the freeway won’t fix the problem; they need light rail as well.”*
- *“I want to know what impact it will have, what they are going to do. The public needs to have more information.”*
- *“They need to tell us when they are fixing and working on the roads so we can use alternative roads.”*
- *“Make it in happen in three months and I would strongly favor.”*
- *“Cost? How will it affect taxes.”*
- *“Do more improvement further south.”*
- *“Do the construction at night, or schedule the bigger jobs in the late evening, if possible.”*
- *“Do the same thing that you did in Salt Lake, i.e. carpool lane, many lanes, etc.”*
- *“Have a separate lane for diesels and big trucks.”*
- *“I don’t think that expanding the lanes will make a big difference, they need to think of other alternatives.”*
- *“I wish the fix would be more permanent rather than just for ten years.”*
- *“Really start synchronizing the lights.”*
- *“Give exit signs more in advance.”*
- *“Make sure you put pipes in first before the asphalt.”*
- *“Lack of being able to get off of the freeways is the real problem. Work on widening the exits instead.”*
- *“Consider how much growth is going to come out this way, no matter what, and plan for that growth.”*

APPENDIX A Questionnaire with Results

STANLEY CONSULTANTS
I-15 Corridor -- 106th South to Alpine Interchange Study

Sample size: 1028

Tolerated error: ±3.0%

Conducted: November 12 – 26, 2002

Hello. I'm _____ calling from Dan Jones & Associates, a professional research company in Salt Lake City. We are conducting a brief survey of people who drive along the I-15 freeway. The survey gives citizens the opportunity for input about their freeway system.

1) How frequently do you travel along the I-15 corridor between 106th South in Salt Lake County to the Alpine Interchange in Utah County?

Daily	15%
Weekly	26%
Monthly	30%
Every few months	16%
Once or twice a year	13%
Never	0%
Don't know	0%

2) How frequently do you travel along that corridor *during rush hour*?

Daily	11%
Weekly	11%
Monthly	18%
Every few months	12%
Once or twice a year	15%
Never	33%
Don't know (VOL)	0%

Using a scale of 1-7, please rate your level of satisfaction with the following aspects of **the stretch of the I-15 freeway between 106th South and the Alpine Interchange**. A rating of ONE meaning you are VERY DISSATISFIED and SEVEN meaning VERY SATISFIED:

	Very dissatisfied				Very satisfied				Dk	Mean score
3) Speed limit:	3%	4%	8%	10%	22%	24%	29%	1%		5.33
4) Snow removal:	1%	2%	4%	9%	22%	24%	20%	18%		5.45
5) Drainage:	1%	2%	6%	11%	22%	24%	21%	14%		5.41
6) Riding quality:	3%	5%	8%	16%	25%	26%	16%	1%		5.00
7) Traffic congestion:	14%	16%	20%	19%	19%	8%	3%	1%		3.49
8) Overall satisfaction:	3%	5%	11%	18%	36%	21%	6%	1%		4.67

9) What do you think should be done to handle increasing traffic congestion and traffic flow along that section of I-15?

Don't know/no comment.....	24%
Add more lanes	24%
Add HOV lanes all the way to Provo	8%
Widen the lanes	2%
Light rail/Trax/Mass transit.....	11%
Widen the road/freeway	13%
Keep speed limit/follow traffic laws	1%
Alternate routes	6%
Encourage carpooling/public transportation	1%
Better signage.....	<1%
Redo freeway/fix it.....	<1%
Make business let out at different times.....	<1%
Metering on ramps/more on ramps	<1%
Miscellaneous.....	3%
Miscellaneous construction comments	2%
Miscellaneous speed limit comments	1%
Leave it as it is/it's good	1%
More lighting on freeway.....	<1%
Miscellaneous comments on trucks using freeway	1%

10) In order to ease traffic congestion between 106th South to the Alpine Interchange, the Utah Department of Transportation is considering an additional traffic lane in each direction **within the median**. Using a 1-7 scale, do you FAVOR or OPPOSE that project as a solution to the traffic congestion problem in that area, knowing that the improvements would provide a short-term fix of about 10 years and the construction would take about **nine** months to complete? ONE means you STRONGLY OPPOSE of the project and SEVEN meaning you STRONGLY FAVOR:

Strongly oppose							Strongly favor	Don't know		Mean score
1	2	3	4	5	6	7	8			
5%	3%	5%	8%	16%	23%	39%	2%			5.56

Now, a few questions about what impacts you think the proposed project would have on certain environmental factors..... Using a scale of 1-7, would the proposed project have a negative or positive impact on the following: (ONE meaning VERY NEGATIVE and SEVEN means VERY POSITIVE):

	Very negative impact				Very positive impact				DK	Mean score
11) Businesses in the area:	3%	6%	11%	25%	19%	17%	16%	3%		4.72
12) Noise:	3%	8%	18%	37%	17%	9%	5%	4%		4.07
13) Air pollution:	6%	9%	20%	31%	16%	9%	5%	3%		3.95
14) Wildlife:	5%	7%	12%	45%	12%	8%	7%	4%		4.06
15) Wetlands:	5%	5%	7%	52%	9%	8%	8%	6%		4.17
16) Vegetation:	4%	7%	12%	47%	11%	8%	7%	3%		4.12
17) Water quality:	4%	6%	8%	49%	12%	8%	6%	7%		4.14
18) Historic resources:	4%	5%	7%	48%	11%	9%	9%	8%		4.30
19) Canals:	3%	4%	8%	51%	11%	7%	7%	9%		4.24

20) Are there any other issues or concerns that you feel should be considered before UDOT proceeds with the proposed project?

Don't know	69%
Extend carpool lane.....	1%
More public transportation/Trax/Light Rail/Busses.....	6%
Cost & financial issues.....	4%
11400 South exit	1%
Alternate routes	3%
Miscellaneous construction issues	4%
Put up sound walls/barriers/beautification	1%
Need long term solution	1%
Environmental concerns.....	1%
Miscellaneous Point of the Mountain comments	1%
Safety/lanes too close together.....	1%
Miscellaneous comments on traffic regulations/enforcement.....	1%
Get it done quickly	2%
Get publics/businesses ideas	1%
Miscellaneous.....	4%

21) Do you think that the project will result in increased growth within your area?

Definitely will	14%
Probably will	30%
Probably will not	37%
Definitely will not	15%
Don't know (VOL).....	4%

22) IF YES: Is that a positive or a negative thing?
(N=450)

Very positive	24%
Somewhat positive	42%
Somewhat negative	19%
Very negative	10%
Don't know (VOL).....	4%

Even though 3 lanes of traffic will be maintained in each direction of I-15 during construction, traffic disruptions may occur...

23) Do you favor or oppose disrupting traffic along the I-15 corridor from 106th South to the Alpine Interchange for the NINE MONTHS it would take in order to improve traffic flow along that stretch of the freeway?

Strongly favor	33%
Somewhat favor	43%
Somewhat oppose	12%
Strongly oppose.....	9%
Don't know (VOL).....	3%

24) Do you use the Internet?

Yes	73%
No	27%

25) IF YES: Would you know how to access the UDOT web site address?
(N=755)

Yes	82%
No	18%

26) Are there any other comments that you would like to make regarding a project to reduce congestion on I-15 from 106th South to the Alpine Interchange?

Don't know	82%
Need more mass transit/Light Rail/Trax/Busses/Commuter Rail ..	4%
Do it and do it fast	3%
They should do construction at night	1%
They should do construction during the summer.....	<1%
Avoid construction during rush hour	1%
Complete Legacy Highway.....	1%
Miscellaneous comments about on and off ramps	1%
Add more lanes	2%
More law enforcement on the freeway.....	1%
Miscellaneous.....	4%
Alternate routes	1%

FINALLY, JUST A FEW QUESTIONS IN ORDER TO CATEGORIZE THE DATA:

27) Gender:

Male.....	52%
Female	48%

28) Age category:

18-29	23%
30-39	21%
40-49	21%
50-59	14%
60 and over.....	20%
Refuse (VOL).....	1%

29) Are you employed outside the home?

Yes, full time.....	54%
Yes, part time	11%
No (SKIP TO #32)	35%
Refuse (VOL).....	0%

30) IF YES: Do you commute to work along the I-15 corridor between 106th South and the Alpine Interchange?

(N=666)

Yes	27%
No.....	73%

31) IF EMPLOYED: Do you carpool to work?

(N=666)

Yes 13%

No 87%

32) What is your zip code? _____

33) County:

Salt Lake..... 49%

Utah..... 51%

34) Finally, I have some contact information in the event you would like to correspond with UDOT about this project:

Website address: www.udot.utah.gov/i15south

THANK YOU.

APPENDIX B Verbatim Comments

Question 9. What do you think should be done to handle increasing traffic congestion and traffic flow along that section of I-15?

A better way to handle the merge of Bangerter to the freeway.

A commuter rail.

A commuter rail or another lane of freeway.

A few more lanes.

A few more lanes or easier access to different things throughout.

A light rail system that goes into Utah County.

A light rail system.

Add a car pool lane.

Add a carpool lane. (4)

Add a lane. (6)

Add a light rail system. (3)

Add a new lane or raise the speed limit.

Add additional lanes.

Add another lane.

Add another lane and increase the speed limit.

Add another lane both ways.

Add another lane in the center.

Add another lane on each side.

Add another lane or two.

Add another lane, and utilize the frontage lanes.

Add another lane. (7)

Add another lane in each direction.

Add carpool lane.

Add light rail. (4)

Add light rail, and add lanes.

Add more lanes. (21)

Add more lanes and build a light rail system.

Add more lanes and build Trax this way.

Add more lanes and get light rail in the South.

Add more lanes on it.

Add more lanes to at least Bangerter.

Add more lanes, and look into light rail.

Question 9. What do you think should be done to handle increasing traffic congestion and traffic flow along that section of I-15?

Add more lanes. (14)

Add more Trax.

Add some lanes.

Add some lanes to help with congestion.

Add some more lanes.

Add two lanes each way.

Add two more lanes between 106th to 140th south.

Add carpool lanes.

Adding an extra lane and extending the Legacy highway to Payson. They just need another alternate highway or extra lanes.

Adding another lane.

Adding at least another lane.

Adding more lanes would help.

Adding more lanes would help. Open up more lanes when the direction of rush hour traffics. Like in California and Canada.

Additional lanes. (12)

Additional lanes, carpool lanes.

Additional routes.

Alternate route, like Legacy Highway and commuter rail.

Alternate routes, at least another lane.

Alternative Methods of transportation

Alternative routes more lanes.

Alternative transportation.

An additional lane.

Another carpool lane.

Another lane. (6)

Another lane in each direction. (3)

Another lane of traffic and laws requiring people to not be slow in the traffic lane.

Another lane, extend one of those lanes another couple of miles

Another lane, light rails.

Arc lights over the point of the mountain from the bottom of the hill on the south to the exit for Bangerter highway.

Barriers between the different lanes. Railings on the side.

Question 9. What do you think should be done to handle increasing traffic congestion and traffic flow along that section of I-15?

Belt route.

Bring Trax down to Utah County.

Bring Trax farther this way.

Bring Trax to Utah County.

Build a bigger road, more lanes. Maybe an alternative road.

Build alternative routes.

Build another freeway.

Build more alternative routes.

Build two more lanes.

Built it bigger along time ago. We are just barley keeping up. We need to look ahead for the growth of that area.

By adding another line like the HOV lane.

Carpool. (2)

Carpool lane.

Carpool Lane all the way into Provo.

Carpool lane extended.

Carpool lane needs to be extended.

Carpool lane should go past the point of the mountain.

Carpool lane to go all the way down.

Carpool lane, and another additional lane, increases speed limit.

Carpool lane, extend Trax.

Change the speed limit and enforce the speed limit.

Come up with an alternate routes.

Commuter rail. (5)

Continue carpool lane down past Bangerter Highway. It would help traffic on the Way from 106th and on south.

Continue the carpool lane all the way down. Continue the carpool lane all the way Provo.

Create a commuter rail.

Definitely need more lanes of traffic.

Definitely needs to be widened and better drainage and snow barriers near the Point of the mountain.

Design it better with properly marked exits. Make more carefully engineered entrances and exits.

Question 9. What do you think should be done to handle increasing traffic congestion and traffic flow along that section of I-15?

Detour them on to State Street.

Different engineering.

Do a carpool lane.

Do nothing.

Do something there on the south end right there at the Bangerter Highway. I've experienced the bottleneck way too often. Increase lanes. Finish the light rail.

Don't know. Build More lanes

Don't know. Trax all the way down.

Don't promote Utah so much when we don't have the resources.

Effective birth control.

Either put in a decent commuter rail or HOV lane.

Encourage more people to carpool. Use the carpool lane. We actually are in a great state when it comes to our traffic condition. More people need to take advantage of it.

Enforce speed limits-- cars are going too fast-- set speed limit slower-- 55 mph

Enforce speed limits-- lower the speed limit to 55 mph.

Enforce the speed limit.

Enlarge the freeway.

Everything is fine right now.

Expand a lane. (4)

Expand it to eight lanes.

Expand road by at least one more lane

Expand the extra lane beyond where they did a little further south.

Expand the lanes. (5)

Expand Trax out here.

Extend a car pool lane.

Extend carpool lane.

Extend carpool.

Extend carpool lane. (2)

Extend it all the way.

Extend it to three lanes, one needs to be a carpool lane as soon as it goes down to three lanes at 106th, the traffic stops. I hate it!

Extend light rail all the way down.

Question 9. What do you think should be done to handle increasing traffic congestion and traffic flow along that section of I-15?

Extend light rail.

Extend light rail.

Extend the carpool lane. (6)

Extend the carpool lane all the way down to Utah County and add extra lanes.

Extend the carpool lane to Provo and increase the speed limit to 75 mph.

Extend the carpool lanes. Extend the amount of lane at the exits.

Extend the commuter lane down to the Point of the mountain.

Extend the commuter lane.

Extend the lanes.

Extend the same number of lanes.

Extend the tracks line down.

Extend the width of the freeway.

Extend Trax. (5)

Extend Trax down to Provo and make a commuter lane down past the point of the mountain.

Extending a commuter lane to the point of the mountain.

Extending Trax.

Extra lane.

Extra lanes make HOV lane at least.

Find alternate routes.

Find away to handle the off ramps better, and around the point of the mountain and another lane, better emergency pullouts.

Fix carpool lane to go farther south.

Four lanes.

Four lanes over the point of the mountain down to Provo Orem area.

Get alternative routes for travel.

Get mass transit.

Get more lanes.

Get more mass transit.

Get off the road.

Get rid of the bottom act.

Get the hell out of Utah County.

Get Trax or make the people use Redwood Road.

Question 9. What do you think should be done to handle increasing traffic congestion and traffic flow along that section of I-15?

Give it more lanes so it doesn't bottleneck down.

Give people birth control.

Go to better mass transit.

Have a carpool lane with 3 people.

Have a carpool lane.

Have a lane expansion.

Have a separate lane for trucks.

Have an car pool lane all the way down to Provo.

Have another alternate highway.

Have Bangerter Highway expand further west.

Have everyone move back to where they came from.

Have more access public transportation.

Have more lanes put in.

Have more lanes.

Have more mass -transit.

Have more metering lights at the onramp.

Have some alternative routes.

Have to have another one or two lanes of traffic on either side.

Have Trax go all the way to Payson.

Higher speed limits.

I don't have a clue.

I don't know the options I'd probably leave it.

I don't know, add more lanes.

I don't know, expand the lanes or something. Happens anywhere from 90th to the Point of mountain.

I don't know. It costs too much. I don't know, it's just such a mess with everyone driving so fast, I think the speed limit should come down.

I don't really know, its doesn't seem to me that they can widen it really anymore.

I don't know, maybe extend the car pool lane!

I don't really see that anything needs to be done.

I don't travel there so I don't have any idea.

I heard rumors about the Trax going to Provo and I think that would be a good idea.

Question 9. What do you think should be done to handle increasing traffic congestion and traffic flow along that section of I-15?

I moved up here from Arizona and I think it's crazy how much construction is always going on. I live on State Street and it is always going on. I understand the construction, but they need to curtail it for a while, give us a break and let us use the streets that you've fixed.

I need they need an additional lane-- where they cut it off at 10600 South.

I really think they should get the commuter rail going.

I've seen the few ideas on that and I think light rail would be a good answer.

I think a carpool commuter.

I think a carpool lane.

I think adding maybe more incentives to people who are car-pooling. Something that would convince people to carpool.

I think alternate routes would be nice.

I think if they got legacy highway going.

I think is have alternate means of transportation like the light rail.

I think it is good already.

I think it is great.

I think it needs to be wider like the rest of the freeway.

I think it needs to have a few more lanes added.

I think it would help to have more lanes a commuter lane.

I think it's weird how the HOV lane is so short. You're on it and then you're off. So either that should continue or Trax or both should continue.

I think it's already good.

I think people need to car pool or ride the bus.

I think put more lights in the entrances.

I think that most of it is because of individual drivers.

I think that no cell phones be allowed.

I think that the express route should be built from Ogden to the Point of the Mountain. Something very similar to Austin Texas.

I think that they could use light rail.

I think that they need to have better signs, and also quicker clean up of accidents.

I think that you need the carpool lane to go further and also need another lane.

I think the best thing to do would be extend the carpool lane out to the Alpine Interchange.

I think the carpool lane.

Question 9. What do you think should be done to handle increasing traffic congestion and traffic flow along that section of I-15?

I think the drivers need to know more about traffic rules.

I think the speed limit should be lowered.

I think the trucks should be given one lane and one speed to travel. More use of the carpool lane.

I think they need to make more lanes.

I think they ought do what they did further north. Adding additional lanes and carpool lanes.

I think they should add a few more lanes.

I think they should extend Trax to Provo.

I think they should have fixed when they did the rest of i-15.

I think they should probably widen it.

I think they should take Trax to Provo.

I think they should widen the lanes.

I think widen the road.

I think widening it would help a lot.

I would add more lanes.

I would like to have a more accessible route that could be taken. Like alternate route.

I would like to see light rail put in.

I would like to see the road built along the west along Redwood Road.

I would love to see Legacy built.

I would say leave it as it is.

I'd like to see Trax come down into Utah Co.

I'm not sure.

If it means spending more tax dollars to fix it, I say leave it the way it is.

If there were some kind of alternate transportation from Provo to Salt Lake. They could widen the road.

Improve the freeway all the way down and don't let it constrict from 5 lanes to 3.

In general, they should extend Trax from Salt Lake to Provo, or better bus systems.

Increase # of lanes or make another route.

Increase carpooling. More people need to carpool.

Increase lanes. (4)

Increase light rail.

Question 9. What do you think should be done to handle increasing traffic congestion and traffic flow along that section of I-15?

Increase mass transit and extend the lanes.

Increase number and necking it down in a more staggered way.

Increase speed limit.

Increase the number of lanes.

Increase the number of lanes and create a car pool lane starting at the alpine interchange.

Increase the number of lanes and improve the freeway with a carpool lane.

Increase the speed limit both directions.

Increase the speed limit, down the point of the mountain.

It needs another lane.

It needs more lanes.

It needs to be expanded or another road needs to be built.

It needs to be widened.

It needs to be widened and the speed limit needs to be maintained at least 65. Or an alternate west side of the valley route.

It's good.

It's been fine.

It's not that crowded right in there. Focus further south.

Keep construction off during rush hour.

Keep expanding.

Keep in an extra or HOV lane through there.

Keep the car pool lane all the way down.

Keep the car pool lane going past the Point of the Mountain.

Keep the HOV lane going the whole time. Enforcement of a minimum speed limit.

Keep the speed limit.

Legacy highway. Another thoroughfare.

Light rail. (8)

Light Rail extended.

Light rail into Utah County. Legacy highway.

Light rail should be installed from Provo to Ogden.

Light rail. Especially in the wintertime, during special events and such we need it a lot.

Like to see the legacy highway come all the way down.

Question 9. What do you think should be done to handle increasing traffic congestion and traffic flow along that section of I-15?

Make a separate lanes for the diesel trucks.

Make an access road.

Make an additional lane and use the rails.

Make another highway.

Make another lane.

Make four lanes plus carpool lane.

Make it available for more people to take light rail.

Make it bigger.

Make it bigger and more lights at the point of the mountain along the roadside.

Make it wider.

Make more freeways or increase the UTA system, if people would drive the speed. Limit it would be nice, carpooling would help.

Make more lanes and I like the carpool idea.

Make more lanes.

Make some secondary roads.

Make the businesses let out at different times.

Make the freeway wider.

Mass transit.

Mass transit is the answer.

Mass transit should be fixed to work for the people rather than accommodating the people that work for the mass transit system.

Mass transit.

Mass Transit.

Maybe add some lanes, who knows?

Maybe an alternate routes.

Maybe another lane, light rail would be great.

Maybe increase carry capacity on Redwood road.

Maybe light rail coming from Utah County to SLC.

Maybe widen it.

Minimal speed limit, one other lane.

More alternate routes.

More buses.

Question 9. What do you think should be done to handle increasing traffic congestion and traffic flow along that section of I-15?

More clearly posted traffic signs and construction signs, unclear merging lanes, unsafe.

More east to west.

More lanes. (23)

Alternate route.

More light rails.

More lights.

More mass transit.

More people carpooling.

More people use other transits.

More roads that are routed off from the freeway.

More signs for exits.

My problem is 90th South and 123rd South. An extended carpool lane.

Need another lane.

Need another lane and have Trax come down here.

Need another North/South corridor.

Need to be extended.

Need to get light rail down there.

Need to make the commuter lane down all the way down to Provo. Trax. Utahns cannot change lanes. Idiots go as far as they can without moving.

Need to put another major freeway in.

Need to widen it another lane or two.

Needs to be widened.

Needs be expand.

New complete freeway.

Nothing, already good.

Nothing. (6)

One more lane would be helpful.

Only allow trucks in far right lane.

Open another freeway.

Open more exits off the freeway.

Open up a new high way. Increase the route of the Trax light rail system to Utah County.

Question 9. What do you think should be done to handle increasing traffic congestion and traffic flow along that section of I-15?

People need to know how merge correctly and go the speed limit.

Pick up more of them speeders.

People should ride Trax.

Police need to be more aggressive on drivers that cause accidents. A freeway for semi-trucks. It would be a lot safer.

Possibly widen the road if they can.

Probably another lane.

Probably expand it. Make more lanes.

Probably the companies changing working hours so that rush hour will be evenly distributed throughout the day.

Put a carpool lane in.

Put a light rail in.

Put an additional lane there and improve the road conditions.

Put an extra road in.

Put another highway somewhere. Have Bangerter extend out toward the south out past Utah Lake.

Put another lane in or make the car pool lane goe over the Point.

Put another lane.

Put in a carpool lane and more cops to enforce.

Put in a carpool lane each direction.

Put in another lane. (3)

Put in another lane each way.

Put in another passage through this section.

Put in the Legacy Highway.

Rapid Transit.

Run Bangerter further.

Run Trax all the way to Provo, and add a carpool land all the way to Provo.

Slow down trucks. Do something with trucks.

Slow people down.

Slow speed limit down.

Somewhere by 1600th South should be fixed.

Southbound carpool lane should continue further.

Speed limit was informed so people would drive a uniform speed.

Question 9. What do you think should be done to handle increasing traffic congestion and traffic flow along that section of I-15?

They need to widen the freeway and add another lane.

They could add another lane.

They could widen the lanes.

They could widen the road and extend the Trax line further south would help too.

They could widen the road.

They need to add a carpool lane.

They need a carpool lane.

They need a carpool lane going farther than just 106th South.

They need an additional lane into Utah County.

They need an extra lane added.

They need another highway.

They need another highway to get through there.

They need another lane. (2)

Utilize public transportation and make it convenient: people would use it more if time was more convenient.

They need another road.

They need mass transit like Trax to Provo.

They need mass transit to Provo.

They need metering lights, and better exits and on-ramps.

They need more alternate routes.

They need more lanes. (4)

They need more lanes or a commuter rail.

They need more lanes or something similar to the legacy highway.

They need more lanes; I don't travel in rush hour, so I don't know.

They need to add a carpool lane. (2)

They need to add a couple more lanes.

They need to add a few lanes. (2)

They need to add a few more lanes. (2)

They need to add an extra lane. (2)

They need to add an HOV lane past 106th.

They need to add another lane starting at Bangerter, and go to the Alpine Interchange.

They need to add another lane. (10)

Question 9. What do you think should be done to handle increasing traffic congestion and traffic flow along that section of I-15?

They need to build alternate roads, so everyone doesn't use the freeway.

They need to build an alternate freeway.

They need to charge people who use it commuter tax.

They need to continue the new freeway. They need a carpool lane and a truck lane.

They need to do something at 106th where it goes from 5 lanes to 3.

They need to encourage carpooling as much as it is down town and a bus route.

They need to expand it somehow.

They need to expand lanes. (2)

They need to expand light rail, or use mass transportation.

They need to expand the carpool lane.

They need to expand the freeway and add another lane.

They need to extend light rail.

They need to extend light rail further.

They need to extend light rail to Lehi.

They need to extend the carpool lane further.

They need to extend the carpool lane to Bangerter.

They need to extend Trax.

They need to extend light rail to Utah County.

They need to get people to take public transportation.

They need to get rid of the bottleneck at 106th.

They need to get rid of the bottleneck.

They need to get the construction done.

They need to get the lanes the same as the freeway. They need more lanes.

They need to get the trucks off of the road.

They need to have HOV lane through Utah County.

They need to have less construction in that area.

They need to have more signs with information about accidents and road construction.

They need to have Trax go down into Provo.

They need to increase the number of lanes.

They need to increase the road size and they need more mass transit. Light Rail to Alpine.

Question 9. What do you think should be done to handle increasing traffic congestion and traffic flow along that section of I-15?

They need to make the number of lanes consistent.

They need to monitor the on-ramps with stoplights.

They need to open up another lane.

They need to put more lanes in. (2)

They need to raise the speed limit or else get more police officers to stop speeding.

They need to rebuild and widen the freeway.

They need to rebuild that section of the freeway.

They need to redo the freeway.

They need to regulate the speed limit better.

They need to widen it. (3)

They need to widen it and add another lane.

They need to widen it and put in a carpool lane.

They need to widen it further south.

They need to widen it with a carpool lane.

They need to widen road a there little

They need to widen the freeway all the way around the freeway.

They need to widen the freeway all the way to Alpine.

They need to widen the freeway and another alternative.

They need to widen the freeway, and make alternate roads, so everyone doesn't use the freeway.

They need to widen the freeway. (4)

They need to widen the road and an interchange at 114th, continue carpool down to Provo.

They need to widen the road and make another lane.

They need to widen the road and put more lanes.

They need to widen the road or make another road.

They need to widen the road, and add a few lanes.

They need to widen the road, and make more lanes.

They need to, instead of having 106th go down to three lanes, make it wider or add extra lanes.

They need Trax. (4)

They should add a carpool lane and widen it.

Question 9. What do you think should be done to handle increasing traffic congestion and traffic flow along that section of I-15?

Widen it all the way.

Widen it and add a car pool lane.

Widen it by one lane, and extend the TRAX

Widen it on Legacy highway.

Widen it out more.

Widen it to match the rest.

Widen it to more lanes.

Widen it to the same width it is north of it.

Widen it, add lanes, and fix it, Do repairs to last. Need new engineers.

Widen it, more lanes.

Widen lane. (17)

Widen lanes.

Widen or put more lanes in.

Widen road.

Widen roads.

Widen the entire corridor.

Widen the freeway. (8)

Widen the lanes.

Widen the lanes where they can, TRAX.

Widen the lanes. (6)

Widen the road. (13)

Widen the road all the way to Provo.

Widen the road and build another freeway.

Widen the road or put more lanes in.

Widen the road add more lanes.

Widen the road, no car pool lanes they are not used that often.

Widen: 4 lanes each direction.

Widened and add a lane, continue lanes.

Widened more lanes that should have been done when they did the rest of that street.

Widened.

Widening road.

Widening the road.

Question 9. What do you think should be done to handle increasing traffic congestion and traffic flow along that section of I-15?

Wider road, continue carpool lane.

Wider roads in the area.

You definitely do need to do something, because there is so much growth and we don't have the resources to handle it.

Question 20. Are there any other issues or concerns that you feel should be considered before UDOT proceeds with the proposed project?

Access to businesses.

Add another lane to Lehi to Provo and take Trax there too.

Adding a lane will cause more problems.

Addressing that HOV lane, that is a real critical issue.

Again, to extend the carpool lane to 106th South.

Alpine exit needs to be redone.

Alternate routes around the Point of the Mountain.

Alternate routes need to be established.

Alternate routes to get on the freeway.

Alternative routes.

An exit on 11400 South. (2)

Another access lane. Change of the terrain of the Point itself, wonder what it will do for the weather and other environmental changes.

Are they going to narrow the lanes? If they do, then it will make it more dangerous.

As long as its done with landscaping and done to beautify the area.

Ask for too much input. Needs to make an executive decision and do it. Light rail.

Be careful with traffic.

Better off and on ramps on 123rd before they start construction on that section.

Bring it all the way to Provo.

Bring tacks down here too; extend it down to Utah County.

Build a freeway west of the lake for big trucks and tractor-trailers

Close the gravel pit.

Commuter rail and alternate route like I-215.

Commuter rail from Provo to SLC.

Consider alternative routes.

Consider having the light rail go down past the Point of the Mountain.

Consider light rail.

Consider other cities and their projects before starting this.

Consider the time of year the project begins and ends.

Consider the weather conditions.

Question 20. Are there any other issues or concerns that you feel should be considered before UDOT proceeds with the proposed project?

I don't think they should do it, I think we need light rail a lot more than that other stuff.

I don't know.

I don't think any of those are an issue, it needs to be done.

I guess neighborhood concerns. The people living in the area should have more say in the matter.

I guess not.

I just wish there were a better way to remove ice and snow.

I think discussing everything with everyone who is along that corridor. The citizens, the businesses. Making sure they have public forums.

I think it will make it safer. It's a positive thing.

I think it would be a great idea.

I think it'd be a good idea!

I think just the homes that are close to the freeway.

I think pollution should be considered.

I think the extra lane should be a car pool lane.

I think the main thing is they should work with the businesses.

I think the project sounds fine but they should look into doing something for Alpine South, it is becoming more congested.

I think the taxes.

I think the truck's going wherever they want is a big problem.

I think the way it is now everyone has to slam on their breaks going from 5 lanes to 3.

I think they need to look at another route as well as I-15-- the growth is too high in Utah County-- my commute today is longer than during construction.

I think they should find a permanent solution to the problem, not just a solution for 10 years.

I think they should make mass transit set up for the people!

I think they should seriously consider the elevated express route. Because in Austin, Texas it works beautifully.

I think we should be moving more seriously to a moving solution so it's not so congested.

I think you got it under control.

I would like more alternative forms of transportation.

Question 20. Are there any other issues or concerns that you feel should be considered before UDOT proceeds with the proposed project?

I would like to see Trax here first.

I would look into taking the carpool lane into Utah County.

I'd be concerned about the cost of it, but a lane in the median is probably the least expensive solution. They might want to improve alternate routes before they work on that that would help.

If it is going to affect taxes they should not work on it unless it is absolutely needed.

If there is excess at 114th or 123rd if that is widened.

If they are going to add another lane, make it a carpool lane.

If they work on the road, they shouldn't make the lanes so narrow. It's hard in inclement weather.

If you are going to do it do it now. There needs to be another alternative solutions.

I'm sick of construction.

Increased law enforcement to get people to obey the laws.

Is there enough money in the budget to cover it.

It doesn't need more lanes. It need mass transit and maybe wider the whole way to Provo. Busses should be less expensive and should have improved routing.

It is only a short-term fix.

It needs to be done.

It would be a big inconvenience for people. Sort of like the Salt Lake I-15 reconstruction.

Its smarter to put the money into light rail and have a more effective way to travel then to keep making bigger roads.

Just get it done fast and make everything match and get another light rail running.

There needs to be more room to park for those who ride the light rails.

Just keep flow of traffic flowing.

Just look at the commuter rail.

Just maybe look in to other options.

Just to look into other methods before doing this.

Light rail could be extended to Utah County.

Light rail into Utah County.

Question 20. Are there any other issues or concerns that you feel should be considered before UDOT proceeds with the proposed project?

Light rail to go up to Provo, bike lanes.

Light rail would be a nice addition.

Look at a more long-term solution.

Look at adjusting the HOV lane because it ends at an unnatural time which creates more chaos.

Look at how Dallas does their carpool lane and have a reversible carpool lane.

Look at light rail.

Look at other alternatives like Trax.

Look at other options.

Look into extending tracks.

Look into Legacy.

Look into mass transit instead of the road construction.

Look more into other alternatives.

Lower the speed limit and more highway patrol out.

Make it bigger so they don't need to do more work on it.

Make sure all environmental documents are in place and taken care of.

Make sure everything is cleared with the environment.

Make sure it is done right and not stopped like the Legacy Highway.

Make sure that it really fixes the problem.

Make sure that they plan properly so that it really will fix it for ten years.

Make sure that you research it really well, and look into other ways of commuting.

Make sure the instructions are clear so we no where we need to go if you need to block parts of the road.

Make sure they cross their T's and dot their I's so they don't get sued or have any lawsuits against them.

Make sure they do it right.

Make sure they have the money.

Make the freeways on the side look better so they are attractive.

Make the work happen at the least busy times.

Making sure that before, the frontage roads and the ways to go around the freeway are easily accessible.

Managing traffic during construction.

Question 20. Are there any other issues or concerns that you feel should be considered before UDOT proceeds with the proposed project?

Mass transit.

Maybe consider another off ramp, it needs to be a more long-term change. Long term isn't enough, it will only get worse b/c people continue to build out here.

Maybe consider the amount of traffic congestion it will cause.

Money concerns.

Money is a concern. Where is it coming from.

Money should be considered.

More lanes are confusing to older drivers.

More signs.

More Trax and commuter rail, it's safer and keeps people off the road.

Move as quickly as possible.

Move forward with the project.

Moving the HOV lane down further, rather than having it right at the same place as the 106th South on-ramp.

No. It would be a good thing.

No. Not right now.

Nothing else.

On and off-ramps and emergency pullout places.

People aren't going to want to be taxed for it.

Plan the project so you only have to work in the median and don't infringe on traffic.

Point of the Mountain is too steep of an incline.

Providing alternate routes during the construction.

Put in a divider between the two lanes to help block the incoming traffic.

Put in a large divider that is high enough to block the incoming traffic lights at night.

Put money into light rail.

Put the Legacy Highway in first.

Put up sound walls.

Putting Trax through to Provo.

Raise the speed limit and widen the freeway.

Reduce speeding.

Question 20. Are there any other issues or concerns that you feel should be considered before UDOT proceeds with the proposed project?

Research it out for the future so we don't have to keep going through this.

Resolve the 11400-interchange problem of room on one side

Run Trax down to BYU and it would be a big benefit.

Safety. Adding light rail through Provo.

Slow down during construction.

Slow people down on the roads.

Snow barriers. Repave the whole road, and save money and time.

Snow barriers for the winter to help the road conditions.

Snow removal.

Something needs to be done we do need help.

Street lights on the side of the free way.

Take a better look at mass transit.

Take a hard look in what happened with rebuilding the I-15 for the Olympics. It was horrible; they already have to rebuild it.

Take deadlines into consideration and when they do it.

Take into consideration that business may be hurt. When beginning the project does it in sections.

Take the money and use it towards getting light rail sooner.

Take the steepness out of the Point of the Mountain. Make room.

Talk to more of the commuters.

Teach people manners.

Ten years will come really quickly and maybe they need to extend tracks or something to decrease traffic.

That the one lane wouldn't be enough and if your going to all the trouble of putting in another lane you might as well put in two so it makes a difference cause one lane won't.

That there are other ways that would work better like light rail or building another freeway those would have a more lasting effect.

That we are all well warned, and that a majority of people has agreed to it! Unlike Legacy Highway.

That you need a median and taking it away is a bad thing and the solution would more likely be an alternative route than just expanding.

The additional onramp at 114th south.

The commuter rail should be considered.

Question 20. Are there any other issues or concerns that you feel should be considered before UDOT proceeds with the proposed project?

The cost.

The cost of the taxpayer.

The faster the better.

The least impact it has on business in the area the better.

The money might be better spent on a whole different freeway. The people living in that area.

The Point of the Mountain is a para-gliding area.

The safety around the point of the mountain with lanes is closer together.

The safety factors of the median.

The safety of having lanes so close together in the median.

The sooner the better does it immediately and takes care of it!

The Trax needs to go farther.

The wind.

There are enough lanes.

There needs to be enough room to expand.

There needs to be some sort of way to get fewer cars on the road using mass transportation.

They better not do it in the winter. Because it's one of the most dangerous strips of road during the winter.

They need a little more money and it shouldn't be a priority.

They need a long-term solution to the problem, not a solution for 10 years.

They need an extra lane and they need Trax.

They need another major road.

They need the new road to go further south instead of stopping at the alpine interchange.

They need to commute a rail to help.

They need to consider the growth and they need to add more than one lane.

They need to do better studies, I don't think adding another lane will solve the problem.

They need to evaluate the increased population over by Eagle Mountain. And decide whether or not to put a freeway there.

They need to extend Trax or the light rail. Getting a commuter down in Provo.

They need to find out if it will affect businesses in the area.

Question 20. Are there any other issues or concerns that you feel should be considered before UDOT proceeds with the proposed project?

They need to get Trax to go farther.

They need to go all the way to Utah valley just going to the Alpine will only move the congestion down a couple miles if there going to put in more lanes they should do it all the way down.

They need to have something else to help get to Salt Lake County.

They need to look into another means of transportation.

They need to make it look nice after they are done.

They need to make sure that it is still reasonably derivable when they are working on it.

They need to make sure that they have the construction times correct to miss traffic.

They need to make sure the contractors do the right work.

They need to make sure the lanes that are being put in aren't to close together.

They need to slow the speed limit during construction.

They need to stay on budget.

They need to take a second look at the taxes it costs.

They need to take more time to survey it, and to find out what people think.

They needed to do it yesterday.

They should add two lanes each direction instead of just one.

They should carefully consider the times they work during the construction.

They should check with businesses in that area and see what they think, and if it would have an impact on them.

They should consider putting in another freeway.

They should definitely consider mass transit.

They should do it in the spring and through the fall.

They should extend the carpool lane.

They should extend the light rail to Provo.

They should get people off the roads by using light rail.

They should get the same folks that did the free way.

They should have a greater plan, not just a 10-year fix. They should make the plan more for Utah County.

They should have a public vote.

They should have an alternative plan.

Question 20. Are there any other issues or concerns that you feel should be considered before UDOT proceeds with the proposed project?

They should have Utah county residents that commute into Salt Lake pay for it.

They should just consider the wildlife and air quality.

They should look at another highway first.

They should look at the southern part of Utah County and fix the roads.

They should look on the roads near Nephi and the over passes. They are in very poor conditions.

They should make other roads that split off to Cedar Fork and Lehi area.

They should make sure that it is really necessary.

They should plan ahead, for light rail or a train, and expand at that time, try to do as much preplanning as they can and think ahead.

They should put a sound barrier in the Thanksgiving Point area, and in the 106 South area.

They should put in a light rail system at the same time that they do the road expansion.

They should put their money on commuter rail. Public transportation. Take it as far as maybe Brigham City. Helps to reduce impact on our environment.

They should try to do a more permanent fix.

They shouldn't build west of 1140 south.

They shouldn't do it.

They shouldn't take property away from property owners just to do it.

They will need to add a barrier. It would also be better to work on it in the summer instead of winter.

They're already considering Trax that far but consider extending it and follow through on it.

Think about Trax or some system that might alleviate traffic.

Thirteenth South, when you get off at 13th south it is really confusing, you never know what lane you're in, so I'd prefer they'd never do that kind of thing again.

Time it would take to complete it.

To look into light rail.

Trax would be better.

Trax would be good.

Try to not have the construction going on during rush hour.

UDOT should pursue more long-term solutions like light rail.

Question 20. Are there any other issues or concerns that you feel should be considered before UDOT proceeds with the proposed project?

Watch how they make the access to the freeway so that there aren't a lot of disruptions.

We need a median if you want to widen the road do it outwardly.

We need more than a short-term fix.

We need to have a program for recycling bottles etc. Utah is not focusing on the issues we really should focus on.

Well, just, if there is any other option? I would prefer something like a commuter rail, and I would want to compare the two plans.

What are they going to do with the railroad that runs right there.

What is the estimated cost and how is it going to be paid for.

What other road construction is going on in the area at the same time? What will it mean for taxpayers? How it will effect down town traffic.

What will the cost be.

Where are they getting the money.

Where is the funding coming from and why not part of it be an HOV lane.

Where is the funding coming from, and how much will it cost.

Where is the funding coming from.

Where is the money coming from.

Widen the outside too.

Wildlife is my #1 concern. Migrating deer.

With no median, where would people pull off. Especially in the fast lane.

Worry about Spanish Fork Canyon. Not the freeway.

Yes, do something else adding more lanes will only cause more problems cause now there's nowhere to go.

Question 26. Are there any other comments that you would like to make regarding to reduce congestion on I-15 from 106th South to the Alpine Interchange?

A commuter rail, widening the lanes and a West Side pass.

A whole new freeway! Or one that runs East to West.

Add a diamond lane!

Add another lane.

Add more bridges for turtles.

Arena is the best.

As you come along off of I-80 and you go along to the I-15, if you're not in that far lane you're stuck. Either you go to 9th or 13th.

Asphalt is better than concrete.

Better on and off directions and plans for getting people off an on. Drastically need a light to take the first road to Alpine.

Birth control.

Bring Trax down to Utah valley.

Bringing Trax down.

Build lighter rail out to the West Side and to the airport and to Provo and Ogden.

Build the Legacy Highway through to Utah County.

Building a commuter rail would be better.

Commuter lanes in Utah county.

Commuter rail.

Completion of the Legacy Highway would help.

Consider how much growth is going to come out this way, no matter what, and plan for that growth.

Construction should be at night.

Cost? How will it affect taxes.

Do it as fast as you can.

Do it as soon as possible.

Do it at night.

Do more improvement further south.

Do something quick.

Do the construction at night, or schedule the bigger jobs in the late evening if possible.

Do the same thing that you did in Salt Lake. i.e. carpool lane, many lanes, etc.

Question 26. Are there any other comments that you would like to make regarding to reduce congestion on I-15 from 106th South to the Alpine Interchange?

Do work in the evenings on I-15. Extend Tracks (light rail) to Utah County.

Don't do it.

Don't narrow roads.

Don't work during the rush hour.

Don't work on it during rush hours.

During construction they should make it easier to go through detours.

Extend on-ramps on the shoulder as the enter Main Street.

Extend the light rail.

Extend the Trax! That would be long-term, and better, I would prefer that to the extension of the highway.

Extend Trax.

Get engineers to take care of it.

Get going and a carpool lane would be good.

Get going on it.

Get it done fast!

Get it done, the sooner the better.

Get on with Legacy Hwy.

Get started.

Give exits sign more in advance.

Give more information.

Go for it.

Go for light rail.

Good luck.

Has more concern with changes further south.

Have a separate lane for diesels and big trucks.

He thinks it won't reduce congestion just increase it. Studies have been done in many other states to prove that.

Higher speed limits, and they've done a great job so far, it's wonderful, just keep it up.

Higher speed limits.

How many lanes will be closed.

How would it influence taxes.

Question 26. Are there any other comments that you would like to make regarding to reduce congestion on I-15 from 106th South to the Alpine Interchange?

Hurry and get it done.

Hurry up.

I am overall dissatisfied with UDOT. I consider it the most poorly state ran program.

I believe we need to get light rail up and down this corridor. The quicker the better.

I don't think so.

I don't think adding only one lane will cut it. They might as well add the second while they're at it.

I don't think that expanding the lanes will make a big difference, they need to think of other alternatives.

I favor adding a lane.

I honestly can't think of too much.

I hope that they follow through.

I think a commuter rail system to Utah County would help.

I think it is very necessary-- it's already inadequate-- we defiantly need another lane.

I think it needs to happen and that light rail needs to come through to Utah County.

I think it would be a very good idea.

I think light rail would be the most effective method.

I think one thing that would help is take Redwood Road all the way to Lehi.

I think there needs to be more lanes.

I think they did a good job north of 106th south. It's got be done. (Adding an extra lane.)

I think they need to increase Highway 6 from Spanish Fork Canyon to Helper and Price, it needs to be four lanes all the way.

I think they should keep as many lanes as they can open while they work on the project.

I want to know what impact it will have, what they are going to do. The public needs to have more information.

I wish the fix would be more permanent rather than just for ten years.

I wish they would hurry and do it.

I wonder how it's going to be funded.

Question 26. Are there any other comments that you would like to make regarding to reduce congestion on I-15 from 106th South to the Alpine Interchange?

I would be in favor of the Legacy highway or another highway coming through the valley.

I would like to see them make another highway in the future and improve Bangerter.

I'd like to see them become toll highways.

If there were an alternate route possibility that wouldn't congest during construction, so there would be somewhere else to go while construction was occurring.

I'm in favor of it.

Interested to know if commuter rail is a factor for Utah County.

It is a great idea.

It is a mess.

It is the right thing to do.

It makes it bad having businesses all in one area.

It will move congestion further south.

It would be better and a longer term fix if you made a commuter rail.

It would be nice to have easier access to the freeway from Alpine.

Just do it.

Just expanding the freeway wont fix the problem they need light rail as well.

Just extend the Trax, because long term benefits, also express trains with minimal number of stops and only stop at main stations.

Just get it done as fast as possible.

Just use Redwood Road.

Keep traffic flowing.

Keeping an even flow of traffic from 106th south onramp.

Lack of being able to get off of the freeways is the real problem. Work on widening the exits instead.

Law enforcement should get more involved to stop speeding.

Let's do it.

Light trail.

Longer on-ramp. Put restrictions on cutting people off.

Look into putting light rail all the way down to Provo.

Look to additional mass transit sources.

Question 26. Are there any other comments that you would like to make regarding to reduce congestion on I-15 from 106th South to the Alpine Interchange?

Make it a toll roll.

Make it in happen in 3 months and I would strongly favor.

Make sure it is well planned out. Factor in all the negative variables that may impact the environment.

Make sure that the project is done correctly.

Make sure you put pipes in first before the asphalt.

Making sure the construction isn't happening during rush hour. I think it's a good idea to widen the road. Do their best to not harm the environment and possibly improve it.

Mass transit and lots of it. There is no way we can just pave more roads and so we need another way to get them from point A to point B.

Mass transit would be nice.

Maybe you could work at night or when it's not the peak hours.

Might want to extend the commuter lane all the way down south. It would encourage carpool or public transportation.

More lanes sooner.

Nope I don't think so.

Probably get errors.

Probably thought they were not going to do work on 114th south and I hope they won't.

Public notification of the project.

Putting in another lane will not help too much, but less. Buses and a commuter rail would help, but not much people would use it.

Ride the bus, more bus promotion, carpooling.

Some other access roads.

Something does need to be done.

Spanish Fork.

Start as soon as possible.

Strongly consider light rail, much better, faster, more efficient.

The answer is Redwood Road. Solve the HOV lane issue.

The East-West Highway.

The lanes should be wider on the freeway.

The only real solution would be to get a commuter rail, and get more mass transit.

Question 26. Are there any other comments that you would like to make regarding to reduce congestion on I-15 from 106th South to the Alpine Interchange?

The only solution would be to extend Trax.

The stretch over the Point of the Mountain is too steep.

There are better ways to handle the problem besides adding another lane.

There are better ways to use the funds.

There should be Trax and mass transit before you widen the road.

They need better management because they should have done it all at once.

They need more mass transit.

They need to add more Trax stops. A couple more stops would not slow it down.

They need more stops downtown.

They need to build a rail going down there.

They need to get it done as fast as possible.

They need to have a light rail system that goes into Utah County.

They need to keep a tight schedule.

They need to look at other options like the commuter rail and carpooling before they start.

They need to remove that bottleneck and account for growth.

They need to route it in another direction.

They need to tell us when they are fixing and working on the roads so we can use alternative roads.

They need to up the speed limit.

They ought to make further plans for the entire freeway.

They should be using wildlife safe building.

They should consider doing this construction during the middle of the night.

They should do it at night.

They should do the construction during the summer.

They should get it done during the summer months, not winter.

They should put a traffic meter on the northbound on ramp.

They should take time to consider everything.

They were talking about getting a commuter train along that way, I think they should still go through with it.

To please hurry, consider adding light rail.

To really start synchronizing the lights.

Question 26. Are there any other comments that you would like to make regarding to reduce congestion on I-15 from 106th South to the Alpine Interchange?

To try to do the construction at night or the totally rush-hour hours.

Trax and Commuter lane past the Point of the Mountain.

Trax.

Try the Legacy, before light rail.

Try to avoid construction during rush hour and you should have a shuttle bus from Alpine exit to the Sandy Trax station.

Try to avoid doing construction during rush hour.

Very concerned with the high rate of speed people travel.

We do such little progression especially in Utah County.

We need light rail.

We need to patrol the point of the mountain and stop the killing at the point of the mountain. Life and death is more important then frogs in a ditch.

We need Trax to help us with the congestion.

We should consider lanes like they have in California. At certain hours you can go one direction and other hours you can go the other direction.

We would appreciate Trax that would run along the same route.

When are they starting construction.

Why didn't they do it the first time.

Widen it for a long way. Improve the concrete from about Draper to North Lehi.

Widen it.

Work on it in the evenings.

Wouldn't need any more growth.

You can't take away from the environment with out putting back. (Wetlands, vegetation, and wildlife).

You need to have another highway.

APPENDIX C Computer Cross-Tabulations

I-15/ALPINE 01/07/2003 1(a) - TRAVEL ALONG I-15 CORRIDOR

	-N-	Mean	95%C	DAILY	WEEKLY	MONTHLY	EVERY FE W MONTHS	ONCE OR TWICE A YEAR	NEVER	DON'T KN OW
TOTALS	1028	2.85	0.08	15%	26%	30%	16%	13%	0%	0%
TRAVEL DURING RUSH HOUR										
ChiSqr=1118.38, NDF=20, P=0.0000										
DAILY	116	1.07	0.06	95%!	4%!	0%!	1%!	0%!	0%	0%
WEEKLY	114	1.76	0.09	25%	73%!	2%!	0%!	0%!	0%	0%
MONTHLY	181	2.50	0.09	3%!	47%!	48%!	2%!	0%!	0%	0%
EVERY FEW MONTHS	127	3.02	0.12	0%!	23%	52%!	25%	0%!	0%	0%
ONCE OR TWICE A YEAR	149	3.72	0.15	0%!	9%!	36%	30%!	26%!	0%	0%
NEVER	339	3.57	0.12	3%!	15%!	31%	23%!	28%!	0%	0%
DON'T KNOW	2	3.00	12.7	0%!	50%	0%!	50%	0%!	0%	0%
GENDER										
ChiSqr=39.40, NDF=4, P=0.0000										
MALE	534	2.71	0.11	21%!	24%	28%	16%	10%	0%	0%
FEMALE	494	3.01	0.10	8%!	28%	33%	15%	15%	0%	0%
AGE CATEGORY										
ChiSqr=39.45, NDF=17, P=0.0016										
18-29	234	2.68	0.16	17%	33%	27%	12%	11%	0%	0%
30-39	219	2.66	0.17	23%!	24%	28%	14%	11%	0%	0%
40-49	217	2.87	0.16	14%	24%	32%	19%	11%	0%	0%
50-59	147	2.95	0.20	12%	25%	34%	13%	16%	0%	0%
60 AND OVER	201	3.16	0.17	8%!	23%	31%	20%	17%	0%	0%
REFUSE	10	3.20	0.66	0%!	20%	50%	20%	10%	0%	0%
EMPLOYED OUTSIDE THE HOME										
ChiSqr=64.99, NDF=8, P=0.0000										
YES, FULL TIME	551	2.66	0.11	23%!	24%	28%	15%	11%	0%	0%
YES, PART TIME	115	2.83	0.22	10%	37%	27%	12%	14%	0%	0%
NO	357	3.15	0.12	5%!	26%	35%	18%	16%	0%	0%
REFUSE	5	3.00	1.52	20%	0%!	40%	40%	0%!	0%	0%
COMMUTE TO WORK/I-15 CORRIDOR										
ChiSqr=333.43, NDF=4, P=0.0000										
YES	180	1.46	0.11	63%!	31%	3%!	1%!	2%!	0%	0%
NO	486	3.15	0.10	4%!	25%	37%!	19%	15%	0%	0%
CARPOOL TO WORK										
YES	85	2.38	0.27	29%!	31%	21%	11%	8%	0%	0%
NO	581	2.74	0.10	19%	26%	29%	15%	12%	0%	0%
COUNTY										
ChiSqr=59.34, NDF=4, P=0.0000										
SALT LAKE	502	3.09	0.11	13%	21%!	27%	23%!	16%	0%	0%
UTAH	526	2.63	0.10	17%	31%	34%	9%!	10%	0%	0%

I-15/ALPINE 01/07/2003 2(a) - TRAVEL DURING RUSH HOUR

	-N-	Mean	95%C	DAILY	WEEKLY	MONTHLY	EVERY FE W MONTHS	ONCE OR TWICE A YEAR	NEVER	DON'T KN OW
TOTALS	1028	4.07	0.11	11%	11%	18%	12%	15%	33%	0%
TRAVEL ALONG I-15 CORRIDOR										
ChiSqr=1118.38, NDF=20, P=0.0000										
DAILY	154	1.58	0.20	71%!	19%	3%!	0%!	0%!	7%!	0%
WEEKLY	268	3.44	0.18	2%!	31%!	32%!	11%	5%!	19%!	0%
MONTHLY	313	4.55	0.14	0%!	1%!	28%!	21%!	17%	34%	0%
EVERY FEW MONTHS	161	5.21	0.14	1%!	0%!	2%!	20%	28%!	48%!	1%
ONCE OR TWICE A YEAR	132	5.71	0.08	0%!	0%!	0%!	0%!	29%!	71%!	0%
NEVER	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%
GENDER										
ChiSqr=34.04, NDF=5, P=0.0000										
MALE	534	3.80	0.16	16%!	13%	17%	12%	13%	29%	0%
FEMALE	494	4.35	0.14	6%!	10%	18%	13%	16%	37%	0%
AGE CATEGORY										
ChiSqr=53.37, NDF=20, P=0.0001										
18-29	234	3.82	0.22	11%	14%	22%	15%	11%	27%	0%
30-39	219	3.74	0.25	19%!	12%	15%	11%	15%	28%	0%
40-49	217	4.00	0.24	13%	10%	18%	14%	14%	31%	0%
50-59	147	4.23	0.28	7%	13%	16%	13%	14%	37%	1%
60 AND OVER	201	4.62	0.21	4%!	6%!	18%	9%	18%	43%!	1%
REFUSE	10	5.00	0.95	0%!	10%	0%!	20%	20%	50%	0%
EMPLOYED OUTSIDE THE HOME										
ChiSqr=73.86, NDF=10, P=0.0000										
YES, FULL TIME	551	3.74	0.15	17%!	13%	17%	12%	13%	28%!	0%
YES, PART TIME	115	4.00	0.31	5%!	17%	25%	9%	15%	30%	0%
NO	357	4.60	0.16	4%!	7%!	17%	14%	16%	42%!	1%
REFUSE	5	4.40	2.57	20%	0%!	0%!	20%	20%	40%	0%
COMMUTE TO WORK/I-15 CORRIDOR										
ChiSqr=305.57, NDF=5, P=0.0000										
YES	180	2.04	0.22	49%!	28%!	12%	2%!	1%!	9%!	0%
NO	486	4.43	0.13	3%!	8%	21%	15%	19%	35%	0%
CARPOOL TO WORK										
ChiSqr=14.93, NDF=5, P=0.0108										
YES	85	3.27	0.39	24%!	15%	21%	6%	19%	15%!	0%
NO	581	3.86	0.15	14%	13%	18%	12%	13%	30%	0%
COUNTY										
ChiSqr=16.88, NDF=5, P=0.0049										
SALT LAKE	502	4.26	0.15	9%	11%	16%	13%	13%	38%	0%
UTAH	526	3.89	0.15	14%	11%	19%	12%	16%	28%	0%

I-15/ALPINE 01/07/2003 4(a) - SNOW REMOVAL

	-N-	Mean	95%C	1 VERY D ISSATISF IED	2 - - -	3 - - -	4 - - -	5 - - -	6 - - -	7 VERY S ATISFIED	DON'T KN OW
TOTALS	1028	5.45	0.08	1%	2%	4%	9%	22%	24%	20%	18%
TRAVEL ALONG I-15 CORRIDOR											
DAILY	154	5.17	0.25	3%	4%	8%	8%	24%	25%	19%	8%!
WEEKLY	268	5.37	0.17	1%	3%	6%	10%	26%	21%	23%	10%!
MONTHLY	313	5.62	0.13	0%!	1%	2%	9%	20%	29%	19%	20%
EVERY FEW MONTHS	161	5.65	0.21	1%	2%	3%	7%	18%	21%	25%	24%
ONCE OR TWICE A YEAR	132	5.39	0.20	0%!	1%	3%	9%	23%	17%	13%	33%!
NEVER	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
TRAVEL DURING RUSH HOUR											
DAILY	116	5.13	0.30	4%	3%	7%	10%	24%	22%	21%	8%!
WEEKLY	114	5.17	0.28	1%	4%	10%	9%	23%	25%	18%	11%
MONTHLY	181	5.35	0.20	1%	3%	5%	8%	29%	23%	19%	11%!
EVERY FEW MONTHS	127	5.71	0.22	1%	2%	2%	7%	20%	28%	27%	14%
ONCE OR TWICE A YEAR	149	5.56	0.18	0%!	1%	3%	6%	26%	23%	16%	26%
NEVER	339	5.61	0.13	0%!	1%	2%	10%	17%	23%	21%	25%!
DON'T KNOW	2	5.00	12.7	0%!	0%!	0%!	50%	0%!	50%	0%!	0%!
GENDER											
MALE	534	5.47	0.11	1%	2%	4%	9%	23%	24%	22%	14%!
FEMALE	494	5.43	0.12	1%	2%	4%	8%	21%	24%	18%	22%
AGE CATEGORY											
18-29	234	5.36	0.18	1%	3%	3%	10%	27%	19%	21%	16%
30-39	219	5.23	0.19	2%	2%	5%	9%	27%	21%	16%	16%
40-49	217	5.44	0.18	1%	2%	5%	11%	20%	24%	21%	17%
50-59	147	5.57	0.20	0%!	2%	3%	8%	22%	31%	20%	14%
60 AND OVER	201	5.75	0.18	1%	2%	2%	4%!	15%!	26%	23%	26%
REFUSE	10	5.67	0.79	0%!	0%!	0%!	20%	10%	40%	20%	10%
EMPLOYED OUTSIDE THE HOME											
YES, FULL TIME	551	5.39	0.11	1%	2%	5%	11%	24%	23%	20%	15%
YES, PART TIME	115	5.38	0.27	2%	2%	5%	5%	23%	18%	19%	25%
NO	357	5.58	0.14	1%	3%	3%	7%	20%	26%	21%	20%
REFUSE	5	5.60	1.11	0%!	0%!	0%!	20%	0%!	80%	0%!	0%!
COMMUTE TO WORK/I-15 CORRIDOR											
YES	180	5.33	0.21	1%	4%	6%	9%	27%	22%	23%	8%!
NO	486	5.41	0.12	1%	1%	4%	10%	23%	22%	19%	20%
CARPPOOL TO WORK											
YES	85	5.03	0.30	1%	5%	6%	15%	31%	20%	14%	8%!
NO	581	5.45	0.11	1%	2%	5%	9%	23%	22%	21%	18%
COUNTY											
SALT LAKE	502	5.47	0.12	2%	2%	3%	9%	21%	21%	23%	18%
UTAH	526	5.44	0.11	0%!	2%	5%	8%	23%	26%	17%	18%

I-15/ALPINE 01/07/2003 5(a) - DRAINAGE

	-N-	Mean	95%C	1 VERY D ISSATISF IED	2 - - -	3 - - -	4 - - -	5 - - -	6 - - -	7 VERY S ATISFIED	DON'T KN OW
TOTALS	1028	5.41	0.08	1%	2%	6%	11%	22%	24%	21%	14%
TRAVEL ALONG I-15 CORRIDOR											
DAILY	154	5.23	0.25	3%	1%	9%	14%	21%	25%	23%	3%
WEEKLY	268	5.39	0.16	1%	3%	5%	12%	24%	27%	22%	6%
MONTHLY	313	5.50	0.14	0%!	1%	6%	8%	22%	25%	20%	17%
EVERY FEW MONTHS	161	5.59	0.20	1%	2%	2%	9%	20%	24%	24%	19%
ONCE OR TWICE A YEAR	132	5.25	0.21	0%!	1%	5%	11%	25%	15%!	13%!	30%!
NEVER	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
TRAVEL DURING RUSH HOUR											
DAILY	116	5.18	0.28	3%	2%	10%	16%	21%	24%	22%	3%
WEEKLY	114	5.23	0.25	2%	1%	7%	18%	22%	28%	18%	5%
MONTHLY	181	5.40	0.20	1%	3%	7%	9%	26%	24%	23%	7%
EVERY FEW MONTHS	127	5.63	0.21	0%!	1%	4%	10%	24%	23%	27%	11%
ONCE OR TWICE A YEAR	149	5.47	0.18	0%!	1%	4%	7%	26%	25%	15%	22%
NEVER	339	5.47	0.15	1%	2%	4%	9%	19%	23%	20%	22%!
DON'T KNOW	2	6.00	0.00	0%!	0%!	0%!	0%!	0%!	50%	0%!	50%
GENDER											
MALE	534	5.47	0.11	1%	2%	6%	10%	21%	26%	23%	11%
FEMALE	494	5.34	0.12	1%	2%	5%	11%	23%	22%	18%	18%
AGE CATEGORY											
18-29	234	5.36	0.17	1%	1%	6%	12%	27%	21%	21%	12%
30-39	219	5.33	0.19	0%!	3%	6%	12%	24%	17%!	23%	15%
40-49	217	5.41	0.18	1%	2%	6%	11%	21%	32%	19%	9%
50-59	147	5.27	0.22	1%	1%	8%	11%	25%	25%	16%	12%
60 AND OVER	201	5.67	0.18	0%!	2%	4%	8%	15%!	25%	24%	22%!
REFUSE	10	6.00	0.40	0%!	0%!	0%!	0%!	10%	50%	10%	30%
EMPLOYED OUTSIDE THE HOME											
YES, FULL TIME	551	5.37	0.11	1%	1%	6%	12%	25%	23%	21%	11%
YES, PART TIME	115	5.27	0.25	1%	3%	6%	9%	27%	23%	16%	16%
NO	357	5.53	0.14	0%!	2%	5%	10%	17%	26%	22%	19%
REFUSE	5	5.80	1.36	0%!	0%!	0%!	20%	0%!	60%	20%	0%!
COMMUTE TO WORK/I-15 CORRIDOR											
YES	180	5.33	0.22	2%	2%	6%	15%	23%	23%	25%	4%
NO	486	5.36	0.12	1%	2%	6%	10%	26%	23%	19%	14%
CARPPOOL TO WORK											
YES	85	5.00	0.31	4%	1%	8%	15%	29%	24%	13%	6%
NO	581	5.41	0.11	1%	2%	6%	11%	25%	23%	21%	12%
COUNTY											
SALT LAKE	502	5.40	0.12	1%	3%	5%	11%	23%	19%!	24%	15%
UTAH	526	5.42	0.11	1%	1%	6%	10%	22%	29%	18%	13%

I-15/ALPINE 01/07/2003 6(a) - RIDING QUALITY

	-N-	Mean	95%C	1 VERY D ISSATISF IED	2 - - -	3 - - -	4 - - -	5 - - -	6 - - -	7 VERY S ATISFIED	DON'T KN OW
TOTALS	1028	5.00	0.09	3%	5%	8%	16%	25%	26%	16%	1%
TRAVEL ALONG I-15 CORRIDOR											
DAILY	154	4.62	0.27	7%	8%	10%	18%	21%	25%	12%	0%!
WEEKLY	268	4.88	0.20	5%	7%	8%	12%	27%	23%	18%	0%!
MONTHLY	313	5.07	0.15	1%!	3%	9%	20%	23%	30%	14%	0%!
EVERY FEW MONTHS	161	5.24	0.22	1%	4%	5%	16%	30%	22%	22%	1%
ONCE OR TWICE A YEAR	132	5.23	0.24	2%	3%	7%	13%	23%	30%	17%	7%!
NEVER	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
TRAVEL DURING RUSH HOUR											
DAILY	116	4.46	0.32	7%	9%	11%	20%	20%	22%	11%	0%!
WEEKLY	114	4.79	0.31	6%	5%	11%	13%	23%	27%	14%	0%!
MONTHLY	181	5.05	0.22	2%	4%	9%	18%	22%	28%	17%	0%!
EVERY FEW MONTHS	127	5.06	0.24	0%!	6%	7%	20%	25%	28%	14%	1%
ONCE OR TWICE A YEAR	149	5.14	0.22	1%	5%	6%	15%	31%	26%	16%	0%!
NEVER	339	5.15	0.16	3%	4%	6%	14%	26%	26%	19%	3%
DON'T KNOW	2	5.50	6.36	0%!	0%!	0%!	0%!	50%	50%	0%!	0%!
GENDER											
MALE	534	4.87	0.13	4%	6%	8%	18%	24%	25%	15%	1%
FEMALE	494	5.14	0.13	2%	4%	8%	14%	26%	28%	17%	1%
AGE CATEGORY											
18-29	234	4.98	0.20	3%	6%	8%	16%	24%	28%	15%	1%
30-39	219	4.95	0.21	4%	5%	9%	17%	24%	22%	18%	1%
40-49	217	4.86	0.19	2%	7%	8%	16%	31%	24%	11%	1%
50-59	147	4.76	0.27	5%	6%	8%	19%	22%	26%	13%	1%
60 AND OVER	201	5.40	0.19	2%	2%!	6%	12%	23%	30%	23%	2%
REFUSE	10	5.10	0.92	0%!	0%!	10%	30%	10%	40%	10%	0%!
EMPLOYED OUTSIDE THE HOME											
YES, FULL TIME	551	4.74	0.13	4%	6%	9%	21%!	24%	23%	11%!	1%
YES, PART TIME	115	5.09	0.28	3%	7%	4%	14%	26%	28%	17%	1%
NO	357	5.37	0.15	2%	3%	7%	9%!	25%	30%	23%!	1%
REFUSE	5	5.60	1.42	0%!	0%!	0%!	20%	20%	40%	20%	0%!
COMMUTE TO WORK/I-15 CORRIDOR											
YES	180	4.79	0.25	6%	8%	7%	17%	23%	26%	14%	0%!
NO	486	4.80	0.13	3%	5%	9%	21%!	25%	24%	12%!	1%
CARPPOOL TO WORK											
YES	85	4.42	0.36	7%	8%	12%	18%	26%	22%	7%!	0%!
NO	581	4.85	0.12	3%	6%	8%	20%	24%	24%	13%	1%
COUNTY											
SALT LAKE	502	4.97	0.14	4%	6%	7%	16%	25%	23%	18%	2%
UTAH	526	5.03	0.13	2%	4%	8%	16%	25%	29%	15%	0%!

I-15/ALPINE 01/07/2003 9(a) - WHAT SHOULD BE DONE/TRAFFIC

	-N-	Mean	95%C	DON'T KNOW/ NO COMMENT	ADD MORE LANES	HOV LANE S ALL THE WAY TO PROVO	WIDEN THE LANES	LIGHT RAIL/ TRAX/ MASS TRANSIT	WIDEN THE ROAD/FREEWAY	KEEP SPEED LIMIT / FOLLOW LAWS	ALTERNATIVE ROUTES
TOTALS	1028	5.49	0.25	24%	24%	8%	2%	11%	13%	1%	6%
TRAVEL ALONG I-15 CORRIDOR											
DAILY	154	5.45	0.67	14%!	29%	12%	3%	8%	14%	2%	7%
WEEKLY	268	5.31	0.48	25%	24%	9%	3%	9%	14%	0%!	7%
MONTHLY	313	5.50	0.43	23%	22%	9%	2%	13%	13%	1%	7%
EVERY FEW MONTHS	161	5.36	0.66	27%	27%	6%	2%	12%	10%	2%	4%
ONCE OR TWICE A YEAR	132	6.14	0.79	34%	21%	2%!	2%	13%	9%	2%	4%
NEVER	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
TRAVEL DURING RUSH HOUR											
DAILY	116	5.23	0.75	12%!	33%	9%	3%	9%	17%	2%	4%
WEEKLY	114	5.41	0.79	18%	25%	17%	4%	6%	12%	1%	8%
MONTHLY	181	5.06	0.61	19%	31%	12%	2%	8%	13%	1%	6%
EVERY FEW MONTHS	127	5.32	0.63	27%	20%	8%	4%	9%	16%	1%	9%
ONCE OR TWICE A YEAR	149	5.66	0.69	26%	24%	5%	0%!	17%	9%	3%	7%
NEVER	339	5.90	0.45	32%!	19%	5%	2%	13%	11%	1%	4%
DON'T KNOW	2	8.00	0.00	50%	0%!	0%!	0%!	0%!	0%!	0%!	50%
GENDER											
MALE	534	5.26	0.33	19%!	27%	9%	2%	11%	14%	2%	7%
FEMALE	494	5.79	0.39	30%!	21%	7%	2%	11%	11%	1%	5%
AGE CATEGORY											
18-29	234	5.38	0.58	30%	24%	12%	2%	6%!	11%	0%!	4%
30-39	219	5.34	0.51	26%	21%	13%	1%	9%	15%	1%	4%
40-49	217	5.11	0.45	22%	24%	6%	4%	14%	13%	0%!	8%
50-59	147	5.40	0.66	14%!	33%	3%!	3%	10%	16%	1%	10%
60 AND OVER	201	6.28	0.65	26%	22%	3%!	1%	16%	7%!	4%	6%
REFUSE	10	6.13	4.09	20%	30%	10%	0%!	0%!	20%	0%!	0%!
EMPLOYED OUTSIDE THE HOME											
YES, FULL TIME	551	5.17	0.31	21%	27%	9%	2%	10%	15%	1%	7%
YES, PART TIME	115	5.01	0.75	27%	26%	10%	3%	10%	10%	3%	3%
NO	357	6.23	0.49	29%	20%	7%	1%	12%	10%	2%	6%
REFUSE	5	4.33	2.36	40%	20%	0%!	0%!	20%	20%	0%!	0%!
COMMUTE TO WORK/I-15 CORRIDOR											
YES	180	5.22	0.63	16%!	33%	9%	3%	6%!	16%	0%!	6%
NO	486	5.11	0.32	24%	24%	9%	2%	12%	13%	1%	6%
CARPPOOL TO WORK											
YES	85	5.13	0.90	21%	27%	14%	4%	9%	8%	0%!	6%
NO	581	5.14	0.30	22%	27%	8%	2%	10%	15%	1%	6%
COUNTY											
SALT LAKE	502	5.62	0.37	25%	23%	7%	2%	12%	14%	1%	4%
UTAH	526	5.38	0.35	24%	25%	9%	3%	10%	11%	1%	8%

I-15/ALPINE 01/07/2003 9(b) - WHAT SHOULD BE DONE/TRAFFIC

	-N-	Mean	95%C	ENCOURAG E CARPOO LING/PUB . TRANS.	BETTER S IGNAGE	REDO FRE EWAY/FIX IT	BUSINESS QUIT-DI FFERENT TIMES	METERING ON RAMP S/MORE O N RAMP	MISCELLA NEOUS	MISC. CO NSTRUCTI ON COMME NTS	MISC. SP EED LIMIT T COMMENT S
TOTALS	1028	5.49	0.25	1%	0%	0%	0%	0%	3%	2%	1%
TRAVEL ALONG I-15 CORRIDOR											
DAILY	154	5.45	0.67	2%	1%	1%	0%	0%	5%	1%	1%
WEEKLY	268	5.31	0.48	0%!	0%	0%	0%	0%	2%	1%	1%
MONTHLY	313	5.50	0.43	2%	0%	1%	0%	0%	3%	1%	2%
EVERY FEW MONTHS	161	5.36	0.66	2%	0%	0%	1%	0%	2%	4%	1%
ONCE OR TWICE A YEAR	132	6.14	0.79	2%	1%	1%	0%	0%	5%	1%	1%
NEVER	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
TRAVEL DURING RUSH HOUR											
DAILY	116	5.23	0.75	3%	1%	1%	0%	0%	3%	1%	0%!
WEEKLY	114	5.41	0.79	0%!	0%	0%	0%	1%	4%	3%	1%
MONTHLY	181	5.06	0.61	1%	0%	0%	0%	0%	2%	2%	2%
EVERY FEW MONTHS	127	5.32	0.63	1%	0%	0%	0%	0%	2%	1%	2%
ONCE OR TWICE A YEAR	149	5.66	0.69	0%!	0%	0%	1%	0%	1%	3%	1%
NEVER	339	5.90	0.45	3%	1%	1%	0%	0%	4%	1%	1%
DON'T KNOW	2	8.00	0.00	0%!	0%	0%	0%	0%	0%!	0%!	0%!
GENDER											
MALE	534	5.26	0.33	1%	0%	0%	0%	0%	3%	1%	1%
FEMALE	494	5.79	0.39	2%	1%	0%	0%	0%	3%	2%	2%
AGE CATEGORY											
18-29	234	5.38	0.58	1%	0%	0%	0%	0%	3%	1%	2%
30-39	219	5.34	0.51	1%	0%	1%	0%	0%	3%	3%	0%!
40-49	217	5.11	0.45	1%	1%	0%	0%	0%	2%	1%	0%!
50-59	147	5.40	0.66	1%	1%	0%	0%	0%	5%	1%	1%
60 AND OVER	201	6.28	0.65	2%	0%	0%	1%	0%	3%	2%	2%
REFUSE	10	6.13	4.09	10%	0%	0%	0%	0%	0%!	0%!	0%!
EMPLOYED OUTSIDE THE HOME											
YES, FULL TIME	551	5.17	0.31	1%	0%	1%	0%	0%	3%	1%	0%!
YES, PART TIME	115	5.01	0.75	1%	0%	0%	1%	0%	1%	2%	1%
NO	357	6.23	0.49	2%	1%	0%	0%	0%	3%	2%	3%
REFUSE	5	4.33	2.36	0%!	0%	0%	0%	0%	0%!	0%!	0%!
COMMUTE TO WORK/I-15 CORRIDOR											
YES	180	5.22	0.63	1%	1%	1%	0%	1%	4%	1%	0%!
NO	486	5.11	0.32	1%	0%	0%	0%	0%	2%	1%	0%!
CARPOOL TO WORK											
YES	85	5.13	0.90	1%	0%	1%	1%	0%	4%	0%!	0%!
NO	581	5.14	0.30	1%	0%	0%	0%	0%	3%	1%	0%!
COUNTY											
SALT LAKE	502	5.62	0.37	1%	0%	1%	0%	0%	2%	2%	1%
UTAH	526	5.38	0.35	2%	0%	0%	0%	0%	3%	1%	1%

I-15/ALPINE 01/07/2003 9(c) - WHAT SHOULD BE DONE/TRAFFIC

	-N-	Mean	95%C	LEAVE IT AS IT I S/IT'S G OOD	MORE LIG HTING ON FREEWAY	MISC. CO MMMENTS O N TRUCKS -FREEWAY
TOTALS	1028	5.49	0.25	1%	0%	1%
TRAVEL ALONG I-15 CORRIDOR						
DAILY	154	5.45	0.67	1%	0%	1%
WEEKLY	268	5.31	0.48	1%	0%	1%
MONTHLY	313	5.50	0.43	1%	0%	0%!
EVERY FEW MONTHS	161	5.36	0.66	1%	0%	1%
ONCE OR TWICE A YEAR	132	6.14	0.79	1%	2%	1%
NEVER	0	0.00	0.00	0%	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%	0%
TRAVEL DURING RUSH HOUR						
DAILY	116	5.23	0.75	2%	0%	2%
WEEKLY	114	5.41	0.79	0%!	0%	2%
MONTHLY	181	5.06	0.61	2%	1%	0%!
EVERY FEW MONTHS	127	5.32	0.63	2%	0%	0%!
ONCE OR TWICE A YEAR	149	5.66	0.69	1%	1%	1%
NEVER	339	5.90	0.45	1%	0%	1%
DON'T KNOW	2	8.00	0.00	0%!	0%	0%!
GENDER						
MALE	534	5.26	0.33	1%	0%	1%
FEMALE	494	5.79	0.39	1%	0%	1%
AGE CATEGORY						
18-29	234	5.38	0.58	2%	0%	1%
30-39	219	5.34	0.51	0%!	0%	0%!
40-49	217	5.11	0.45	1%	0%	0%!
50-59	147	5.40	0.66	1%	0%	1%
60 AND OVER	201	6.28	0.65	2%	1%	2%
REFUSE	10	6.13	4.09	0%!	0%	10%
EMPLOYED OUTSIDE THE HOME						
YES, FULL TIME	551	5.17	0.31	1%	0%	1%
YES, PART TIME	115	5.01	0.75	1%	1%	1%
NO	357	6.23	0.49	1%	1%	1%
REFUSE	5	4.33	2.36	0%!	0%	0%!
COMMUTE TO WORK/I-15 CORRIDOR						
YES	180	5.22	0.63	1%	0%	2%
NO	486	5.11	0.32	1%	0%	0%!
CARPPOOL TO WORK						
YES	85	5.13	0.90	1%	1%	1%
NO	581	5.14	0.30	1%	0%	1%
COUNTY						
SALT LAKE	502	5.62	0.37	2%	0%	1%
UTAH	526	5.38	0.35	1%	0%	1%

I-15/ALPINE 01/07/2003 10(a) - ADDITIONAL TRAFFIC LANE

	-N-	Mean	95%C	1 STRONG LY OPPOS E	2 - - -	3 - - -	4 - - -	5 - - -	6 - - -	7 STRONG LY FAVOR	DON'T KN OW
TOTALS	1028	5.56	0.10	5%	3%	5%	8%	16%	23%	39%	2%
TRAVEL ALONG I-15 CORRIDOR											
DAILY	154	5.78	0.26	5%	3%	3%	6%	16%	17%	49%	1%
WEEKLY	268	5.78	0.18	3%	1%	5%	7%	15%	24%	43%	2%
MONTHLY	313	5.56	0.19	4%	4%	5%	7%	16%	23%	39%	1%
EVERY FEW MONTHS	161	5.29	0.28	7%	4%	5%	9%	15%	30%	27%	3%
ONCE OR TWICE A YEAR	132	5.17	0.32	8%	4%	6%	11%	18%	20%	30%	3%
NEVER	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
TRAVEL DURING RUSH HOUR											
DAILY	116	5.84	0.32	5%	3%	3%	4%	14%	16%	54%	0%
WEEKLY	114	5.84	0.29	4%	2%	2%	8%	14%	20%	48%	2%
MONTHLY	181	5.77	0.22	2%	2%	7%	5%	15%	29%	40%	0%
EVERY FEW MONTHS	127	5.50	0.29	4%	6%	3%	4%	20%	30%	32%	1%
ONCE OR TWICE A YEAR	149	5.28	0.29	7%	1%	6%	13%	15%	23%	31%	3%
NEVER	339	5.40	0.19	6%	3%	6%	9%	17%	21%	35%	3%
DON'T KNOW	2	3.00	0.00	0%	0%	50%	0%	0%	0%	0%	50%
GENDER											
MALE	534	5.61	0.14	5%	2%	5%	7%	16%	23%	41%	1%
FEMALE	494	5.51	0.15	4%	3%	5%	9%	16%	23%	37%	2%
AGE CATEGORY											
18-29	234	5.64	0.21	4%	3%	4%	9%	17%	20%	43%	0%
30-39	219	5.76	0.20	2%	4%	4%	6%	17%	25%	40%	2%
40-49	217	5.57	0.21	5%	2%	5%	7%	18%	28%	35%	1%
50-59	147	5.66	0.27	4%	3%	5%	9%	13%	22%	43%	1%
60 AND OVER	201	5.16	0.28	10%	4%	6%	8%	13%	20%	34%	4%
REFUSE	10	5.44	0.95	0%	0%	10%	10%	20%	30%	20%	10%
EMPLOYED OUTSIDE THE HOME											
YES, FULL TIME	551	5.69	0.13	4%	2%	4%	8%	15%	24%	42%	1%
YES, PART TIME	115	5.64	0.31	5%	3%	3%	3%	20%	23%	42%	0%
NO	357	5.34	0.19	6%	4%	6%	8%	16%	22%	34%	3%
REFUSE	5	4.75	1.80	0%	0%	20%	20%	0%	40%	0%	20%
COMMUTE TO WORK/I-15 CORRIDOR											
YES	180	5.94	0.22	4%	1%	3%	5%	13%	22%	50%	2%
NO	486	5.58	0.15	5%	3%	4%	8%	17%	24%	39%	1%
CARPPOOL TO WORK											
YES	85	5.66	0.34	5%	1%	2%	6%	25%	20%	39%	2%
NO	581	5.68	0.13	4%	3%	4%	7%	15%	24%	42%	1%
COUNTY											
SALT LAKE	502	5.49	0.15	5%	4%	6%	8%	15%	23%	38%	2%
UTAH	526	5.63	0.14	5%	2%	4%	7%	17%	24%	40%	2%

I-15/ALPINE 01/07/2003 11(a) - BUSINESSES IN THE AREA

	-N-	Mean	95%C	1 VERY N EGATIVE IMPACT	2 - - -	3 - - -	4 - - -	5 - - -	6 - - -	7 VERY P OSITIVE IMPACT	DON'T KN OW
TOTALS	1028	4.72	0.10	3%	6%	11%	25%	19%	17%	16%	3%
TRAVEL ALONG I-15 CORRIDOR											
DAILY	154	4.84	0.26	4%	5%	8%	27%	21%	16%	20%	1%
WEEKLY	268	4.65	0.18	2%	6%	13%	27%	18%	18%	14%	3%
MONTHLY	313	4.77	0.17	2%	5%	12%	24%	19%	19%	15%	3%
EVERY FEW MONTHS	161	4.72	0.26	2%	8%	13%	22%	16%	19%	18%	2%
ONCE OR TWICE A YEAR	132	4.58	0.28	5%	5%	7%	29%	19%	14%	13%	9%
NEVER	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
TRAVEL DURING RUSH HOUR											
DAILY	116	5.01	0.29	3%	3%	9%	25%	17%	19%	23%	0%!
WEEKLY	114	4.66	0.31	3%	9%	11%	27%	17%	13%	19%	2%
MONTHLY	181	4.76	0.23	3%	5%	14%	20%	18%	21%	15%	3%
EVERY FEW MONTHS	127	4.73	0.27	3%	5%	10%	29%	17%	18%	16%	2%
ONCE OR TWICE A YEAR	149	4.55	0.26	4%	6%	12%	25%	17%	20%	10%	5%
NEVER	339	4.70	0.16	2%	6%	9%	27%	21%	15%	14%	5%
DON'T KNOW	2	3.00	0.00	0%!	0%!	100%!	0%!	0%!	0%!	0%!	0%!
GENDER											
MALE	534	4.69	0.13	3%	7%	11%	26%	18%	17%	16%	2%
FEMALE	494	4.76	0.14	3%	4%	11%	25%	19%	18%	15%	5%
AGE CATEGORY											
18-29	234	5.01	0.20	2%	6%	9%	20%	17%	25%!	19%	3%
30-39	219	4.85	0.20	1%!	6%	11%	22%	24%	19%	16%	1%!
40-49	217	4.50	0.22	5%	5%	15%	28%	18%	14%	14%	2%
50-59	147	4.65	0.25	3%	7%	7%	34%	18%	14%	16%	3%
60 AND OVER	201	4.53	0.23	4%	6%	12%	26%	15%	14%	13%	8%!
REFUSE	10	4.60	0.60	0%!	0%!	10%	30%	50%	10%	0%!	0%!
EMPLOYED OUTSIDE THE HOME											
YES, FULL TIME	551	4.73	0.13	2%	5%	12%	27%	19%	17%	17%	2%
YES, PART TIME	115	4.66	0.32	6%	5%	11%	19%	17%	17%	17%	7%
NO	357	4.72	0.16	3%	6%	10%	26%	18%	19%	14%	5%
REFUSE	5	4.60	0.68	0%!	0%!	0%!	40%	60%	0%!	0%!	0%!
COMMUTE TO WORK/I-15 CORRIDOR											
YES	180	4.75	0.22	2%	4%	12%	29%	19%	14%	17%	2%
NO	486	4.71	0.14	3%	6%	12%	24%	18%	17%	16%	3%
CARPPOOL TO WORK											
YES	85	4.53	0.33	2%	7%	14%	29%	20%	13%	14%	0%!
NO	581	4.75	0.13	3%	5%	12%	25%	18%	17%	17%	3%
COUNTY											
SALT LAKE	502	4.59	0.14	3%	7%	13%	24%	19%	15%	15%	4%
UTAH	526	4.84	0.13	2%	4%	10%	27%	18%	20%	16%	3%

I-15/ALPINE 01/07/2003 12(a) - NOISE

	-N-	Mean	95%C	1 VERY N EGATIVE IMPACT	2 - - -	3 - - -	4 - - -	5 - - -	6 - - -	7 VERY P OSITIVE IMPACT	DON'T KN OW
TOTALS	1028	4.07	0.08	3%	8%	18%	37%	17%	9%	5%	4%
TRAVEL ALONG I-15 CORRIDOR											
DAILY	154	4.26	0.21	3%	6%	12%	44%	18%	8%	8%	2%
WEEKLY	268	4.05	0.16	3%	8%	19%	37%	16%	10%	4%	3%
MONTHLY	313	4.14	0.15	3%	8%	16%	35%	19%	11%	4%	4%
EVERY FEW MONTHS	161	4.05	0.22	3%	9%	19%	36%	14%	7%	8%	4%
ONCE OR TWICE A YEAR	132	3.74	0.23	6%	8%	23%	33%	13%	5%	4%	8%
NEVER	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
TRAVEL DURING RUSH HOUR											
DAILY	116	4.32	0.22	2%	3%!	13%	45%	20%	10%	5%	2%
WEEKLY	114	4.21	0.26	3%	9%	14%	37%	20%	8%	8%	2%
MONTHLY	181	4.14	0.20	3%	7%	17%	36%	18%	12%	4%	3%
EVERY FEW MONTHS	127	4.05	0.21	2%	7%	20%	39%	17%	9%	3%	2%
ONCE OR TWICE A YEAR	149	3.93	0.24	5%	8%	26%	29%	15%	9%	6%	2%
NEVER	339	3.98	0.15	4%	9%	16%	37%	14%	7%	6%	7%
DON'T KNOW	2	3.00	0.00	0%!	0%!	100%!	0%!	0%!	0%!	0%!	0%!
GENDER											
MALE	534	4.10	0.12	4%	7%	17%	40%	15%	10%	5%	2%!
FEMALE	494	4.04	0.12	3%	8%	19%	34%	19%	7%	5%	6%
AGE CATEGORY											
18-29	234	4.11	0.18	3%	8%	18%	35%	18%	9%	6%	2%
30-39	219	3.98	0.18	4%	11%	14%	38%	18%	9%	4%	1%!
40-49	217	4.03	0.18	3%	7%	22%	36%	14%	8%	6%	4%
50-59	147	4.28	0.22	3%	4%	14%	41%	18%	11%	7%	2%
60 AND OVER	201	4.01	0.19	3%	6%	19%	35%	14%	7%	5%	10%!
REFUSE	10	4.10	0.98	0%!	20%	10%	20%	40%	10%	0%!	0%!
EMPLOYED OUTSIDE THE HOME											
YES, FULL TIME	551	4.09	0.11	3%	8%	17%	38%	16%	10%	6%	2%!
YES, PART TIME	115	4.05	0.27	6%	4%	19%	36%	14%	8%	7%	6%
NO	357	4.05	0.14	3%	8%	18%	34%	19%	8%	4%	6%
REFUSE	5	4.00	2.32	20%	0%!	0%!	40%	20%	20%	0%!	0%!
COMMUTE TO WORK/I-15 CORRIDOR											
YES	180	4.16	0.19	4%	5%	12%	48%!	15%	7%	7%	2%
NO	486	4.05	0.13	4%	8%	20%	34%	15%	10%	6%	3%
CARPPOOL TO WORK											
YES	85	3.96	0.26	1%	12%	16%	41%	20%	5%	4%	1%!
NO	581	4.10	0.11	4%	7%	18%	38%	15%	10%	6%	3%
COUNTY											
SALT LAKE	502	4.12	0.12	4%	8%	18%	34%	17%	10%	6%	4%
UTAH	526	4.03	0.11	3%	8%	17%	40%	16%	8%	4%	4%

I-15/ALPINE 01/07/2003 13(a) - AIR POLLUTION

	-N-	Mean	95%C	1 VERY N EGATIVE IMPACT	2 - - -	3 - - -	4 - - -	5 - - -	6 - - -	7 VERY P OSITIVE IMPACT	DON'T KN OW
TOTALS	1028	3.95	0.09	6%	9%	20%	31%	16%	9%	5%	3%
TRAVEL ALONG I-15 CORRIDOR											
DAILY	154	4.18	0.22	3%	7%	18%	36%	18%	12%	5%	1%
WEEKLY	268	4.12	0.17	4%	6%	22%	31%	16%	11%	7%	4%
MONTHLY	313	3.88	0.16	6%	11%	16%	33%	20%	8%	3%	3%
EVERY FEW MONTHS	161	3.74	0.25	10%	11%	19%	32%	13%	8%	6%	1%
ONCE OR TWICE A YEAR	132	3.72	0.28	8%	11%	29%	21%	10%	7%	8%	6%
NEVER	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
TRAVEL DURING RUSH HOUR											
DAILY	116	4.35	0.24	2%	4%	16%	38%	20%	14%	6%	0%
WEEKLY	114	4.03	0.28	5%	8%	21%	31%	16%	11%	6%	3%
MONTHLY	181	4.05	0.21	5%	8%	18%	32%	19%	12%	4%	3%
EVERY FEW MONTHS	127	3.78	0.24	7%	7%	24%	35%	15%	6%	4%	2%
ONCE OR TWICE A YEAR	149	3.85	0.26	7%	12%	23%	25%	15%	9%	7%	3%
NEVER	339	3.84	0.16	7%	11%	19%	30%	15%	8%	5%	5%
DON'T KNOW	2	2.00	12.7	50%	0%	50%	0%	0%	0%	0%	0%
GENDER											
MALE	534	4.00	0.12	6%	8%	19%	33%	17%	10%	5%	2%
FEMALE	494	3.89	0.13	6%	10%	21%	30%	15%	9%	5%	5%
AGE CATEGORY											
18-29	234	3.89	0.19	7%	8%	24%	28%	18%	9%	4%	2%
30-39	219	4.00	0.19	5%	10%	16%	39%	13%	11%	5%	1%
40-49	217	3.83	0.19	6%	9%	23%	33%	14%	7%	5%	3%
50-59	147	4.05	0.24	6%	6%	20%	31%	17%	11%	5%	4%
60 AND OVER	201	3.99	0.21	5%	10%	19%	26%	18%	8%	6%	6%
REFUSE	10	4.20	1.25	0%	30%	0%	20%	30%	10%	10%	0%
EMPLOYED OUTSIDE THE HOME											
YES, FULL TIME	551	3.95	0.12	5%	9%	21%	33%	16%	10%	5%	1%
YES, PART TIME	115	3.98	0.27	5%	9%	21%	25%	20%	10%	4%	6%
NO	357	3.92	0.16	7%	10%	18%	30%	16%	9%	6%	4%
REFUSE	5	4.60	1.88	0%	0%	20%	40%	20%	0%	20%	0%
COMMUTE TO WORK/I-15 CORRIDOR											
YES	180	4.15	0.19	3%	5%	19%	39%	17%	10%	5%	1%
NO	486	3.88	0.13	6%	10%	22%	29%	16%	9%	5%	3%
CARPPOOL TO WORK											
YES	85	3.89	0.31	5%	8%	31%	25%	18%	9%	5%	0%
NO	581	3.96	0.12	5%	9%	20%	33%	16%	10%	5%	3%
COUNTY											
SALT LAKE	502	3.92	0.13	7%	9%	22%	28%	15%	10%	6%	3%
UTAH	526	3.97	0.12	5%	9%	19%	34%	18%	8%	5%	3%

I-15/ALPINE 01/07/2003 14(a) - WILDLIFE

	-N-	Mean	95%C	1 VERY N EGATIVE IMPACT	2 - - -	3 - - -	4 - - -	5 - - -	6 - - -	7 VERY P OSITIVE IMPACT	DON'T KN OW
TOTALS	1028	4.06	0.09	5%	7%	12%	45%	12%	8%	7%	4%
TRAVEL ALONG I-15 CORRIDOR											
DAILY	154	4.21	0.21	3%	6%	8%	54%	12%	8%	7%	1%
WEEKLY	268	4.20	0.17	4%	6%	11%	46%	10%	11%	7%	4%
MONTHLY	313	4.05	0.16	5%	7%	12%	47%	12%	8%	6%	3%
EVERY FEW MONTHS	161	3.88	0.25	9%	11%	11%	39%	11%	6%	8%	5%
ONCE OR TWICE A YEAR	132	3.81	0.24	7%	5%	22%	36%	13%	4%	5%	10%
NEVER	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
TRAVEL DURING RUSH HOUR											
DAILY	116	4.22	0.22	2%	6%	9%	56%	14%	7%	7%	0%
WEEKLY	114	4.29	0.27	4%	5%	10%	47%	11%	10%	11%	2%
MONTHLY	181	4.02	0.21	6%	9%	11%	43%	11%	13%	4%	4%
EVERY FEW MONTHS	127	4.09	0.25	6%	6%	10%	51%	7%	8%	8%	5%
ONCE OR TWICE A YEAR	149	3.96	0.23	6%	7%	18%	38%	16%	5%	7%	2%
NEVER	339	3.98	0.16	6%	7%	13%	42%	11%	6%	7%	7%
DON'T KNOW	2	2.00	12.7	50%	0%	50%	0%	0%	0%	0%	0%
GENDER											
MALE	534	4.10	0.12	5%	7%	11%	47%	10%	9%	8%	2%
FEMALE	494	4.01	0.12	5%	7%	13%	43%	13%	7%	6%	6%
AGE CATEGORY											
18-29	234	4.00	0.18	7%	6%	14%	41%	16%	9%	4%	3%
30-39	219	4.16	0.19	3%	11%	10%	44%	13%	11%	7%	1%
40-49	217	3.99	0.17	4%	6%	15%	53%	9%	5%	6%	2%
50-59	147	4.17	0.25	7%	3%	13%	45%	10%	9%	10%	3%
60 AND OVER	201	3.99	0.22	7%	7%	9%	42%	8%	7%	8%	10%
REFUSE	10	4.11	1.09	0%	20%	0%	40%	20%	0%	10%	10%
EMPLOYED OUTSIDE THE HOME											
YES, FULL TIME	551	4.07	0.12	5%	7%	14%	47%	11%	8%	7%	2%
YES, PART TIME	115	3.99	0.24	6%	5%	12%	43%	17%	6%	3%	6%
NO	357	4.06	0.16	6%	8%	10%	43%	10%	9%	7%	7%
REFUSE	5	3.80	2.04	20%	0%	0%	40%	40%	0%	0%	0%
COMMUTE TO WORK/I-15 CORRIDOR											
YES	180	4.23	0.18	2%	5%	9%	55%	12%	7%	7%	2%
NO	486	3.99	0.13	6%	7%	15%	43%	12%	8%	6%	3%
CARPPOOL TO WORK											
YES	85	3.94	0.30	5%	7%	21%	42%	13%	5%	7%	0%
NO	581	4.08	0.11	5%	7%	13%	47%	12%	8%	7%	3%
COUNTY											
SALT LAKE	502	4.03	0.13	7%	8%	14%	40%	12%	7%	8%	5%
UTAH	526	4.08	0.11	4%	6%	11%	50%	12%	9%	5%	3%

I-15/ALPINE 01/07/2003 15(a) - WETLANDS

	-N- Mean 95%C	1 VERY N EGATIVE IMPACT	2 - - -	3 - - -	4 - - -	5 - - -	6 - - -	7 VERY P OSITIVE IMPACT	DON'T KN OW
TOTALS	1028 4.17 0.08	5%	5%	7%	52%	9%	8%	8%	6%
TRAVEL ALONG I-15 CORRIDOR									
DAILY	154 4.14 0.22	6%	5%	7%	56%	11%	6%	8%	1%
WEEKLY	268 4.34 0.16	3%	4%	6%	52%	9%	10%	9%	7%
MONTHLY	313 4.19 0.16	5%	5%	5%	53%	9%	9%	8%	6%
EVERY FEW MONTHS	161 4.01 0.24	6%	8%	11%	48%	6%	7%	9%	6%
ONCE OR TWICE A YEAR	132 3.98 0.22	5%	3%	11%	50%	8%	5%	5%	13%
NEVER	0 0.00 0.00	0%	0%	0%	0%	0%	0%	0%	0%
DON'T KNOW	0 0.00 0.00	0%	0%	0%	0%	0%	0%	0%	0%
TRAVEL DURING RUSH HOUR									
DAILY	116 4.15 0.24	3%	6%	9%	57%	9%	8%	7%	1%
WEEKLY	114 4.40 0.28	5%	3%	5%	52%	9%	8%	13%	5%
MONTHLY	181 4.13 0.21	5%	7%	7%	49%	9%	12%	5%	7%
EVERY FEW MONTHS	127 4.22 0.23	4%	4%	7%	56%	9%	8%	8%	5%
ONCE OR TWICE A YEAR	149 4.09 0.23	5%	6%	12%	48%	9%	7%	7%	5%
NEVER	339 4.13 0.15	6%	5%	6%	52%	8%	6%	8%	9%
DON'T KNOW	2 3.50 6.36	0%!	0%!	50%	50%	0%!	0%!	0%!	0%!
GENDER									
MALE	534 4.18 0.12	6%	5%	7%	52%	8%	10%	8%	4%
FEMALE	494 4.15 0.12	3%!	6%	7%	51%	10%	6%	7%	9%
AGE CATEGORY									
18-29	234 4.13 0.18	5%	6%	8%	52%	9%	8%	8%	5%
30-39	219 4.25 0.19	5%	7%	7%	48%	10%	13%	8%	2%
40-49	217 4.09 0.16	4%	5%	6%	61%!	9%	4%!	6%	4%
50-59	147 4.27 0.23	5%	2%	8%	54%	8%	5%	12%	5%
60 AND OVER	201 4.12 0.20	6%	4%	8%	45%	6%	9%	7%	14%!
REFUSE	10 4.50 1.07	0%!	10%	0%!	40%	10%	10%	10%	20%
EMPLOYED OUTSIDE THE HOME									
YES, FULL TIME	551 4.15 0.12	5%	5%	8%	54%	7%	8%	9%	4%
YES, PART TIME	115 4.31 0.22	3%	3%	5%	55%	15%	4%	8%	8%
NO	357 4.15 0.15	5%	6%	8%	47%	9%	10%	6%	10%
REFUSE	5 4.00 2.32	20%	0%!	0%!	40%	20%	20%	0%!	0%!
COMMUTE TO WORK/I-15 CORRIDOR									
YES	180 4.18 0.20	4%	4%	6%	59%	8%	6%	9%	3%
NO	486 4.18 0.13	5%	5%	8%	53%	8%	8%	9%	5%
CARPPOOL TO WORK									
YES	85 4.13 0.28	2%	8%	11%	53%	13%	5%	8%	0%!
NO	581 4.19 0.11	5%	4%	7%	55%	7%	7%	9%	5%
COUNTY									
SALT LAKE	502 4.13 0.13	6%	6%	10%	47%	8%	8%	9%	7%
UTAH	526 4.20 0.11	4%	5%	5%	57%	10%	8%	7%	5%

I-15/ALPINE 01/07/2003 16(a) - VEGETATION

	-N-	Mean	95%C	1 VERY N EGATIVE IMPACT	2 - - -	3 - - -	4 - - -	5 - - -	6 - - -	7 VERY P OSITIVE IMPACT	DON'T KN OW
TOTALS	1028	4.12	0.08	4%	7%	12%	47%	11%	8%	7%	3%
TRAVEL ALONG I-15 CORRIDOR											
DAILY	154	4.08	0.22	4%	8%	11%	51%	10%	8%	7%	1%
WEEKLY	268	4.27	0.16	3%	5%	13%	46%	11%	12%	7%	2%
MONTHLY	313	4.18	0.15	4%	6%	8%	50%	13%	8%	7%	3%
EVERY FEW MONTHS	161	3.96	0.24	6%	10%	16%	40%	9%	7%	9%	3%
ONCE OR TWICE A YEAR	132	3.92	0.22	6%	4%	14%	50%	10%	5%	5%	7%
NEVER	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
TRAVEL DURING RUSH HOUR											
DAILY	116	4.14	0.23	1%	9%	14%	51%	10%	9%	6%	0%
WEEKLY	114	4.29	0.28	5%	4%	12%	47%	11%	10%	11%	1%
MONTHLY	181	4.15	0.19	3%	8%	8%	46%	14%	13%	3%	4%
EVERY FEW MONTHS	127	4.22	0.23	3%	5%	11%	51%	16%	4%	9%	1%
ONCE OR TWICE A YEAR	149	4.07	0.23	4%	7%	17%	40%	13%	8%	7%	3%
NEVER	339	4.02	0.15	6%	7%	10%	49%	8%	7%	7%	5%
DON'T KNOW	2	3.50	6.36	0%	0%	50%	50%	0%	0%	0%	0%
GENDER											
MALE	534	4.14	0.12	4%	6%	13%	47%	11%	10%	7%	2%
FEMALE	494	4.09	0.12	4%	7%	11%	48%	11%	7%	7%	5%
AGE CATEGORY											
18-29	234	4.09	0.17	5%	5%	14%	47%	13%	9%	5%	2%
30-39	219	4.17	0.19	4%	8%	12%	45%	12%	13%	6%	0%
40-49	217	4.02	0.17	4%	6%	14%	52%	12%	5%	6%	2%
50-59	147	4.20	0.24	6%	4%	9%	50%	11%	7%	10%	3%
60 AND OVER	201	4.17	0.21	3%	9%	9%	45%	7%	8%	9%	8%
REFUSE	10	4.00	1.35	0%	30%	10%	30%	10%	0%	20%	0%
EMPLOYED OUTSIDE THE HOME											
YES, FULL TIME	551	4.13	0.11	4%	6%	13%	48%	11%	9%	7%	2%
YES, PART TIME	115	4.07	0.26	6%	5%	9%	50%	11%	6%	7%	5%
NO	357	4.13	0.15	4%	8%	10%	45%	11%	9%	8%	4%
REFUSE	5	3.20	2.04	20%	20%	0%	40%	20%	0%	0%	0%
COMMUTE TO WORK/I-15 CORRIDOR											
YES	180	4.19	0.19	3%	5%	13%	53%	9%	8%	8%	1%
NO	486	4.10	0.12	5%	6%	13%	47%	12%	9%	6%	3%
CARPPOOL TO WORK											
YES	85	4.14	0.27	2%	7%	15%	42%	19%	11%	4%	0%
NO	581	4.12	0.11	5%	5%	12%	50%	10%	8%	7%	3%
COUNTY											
SALT LAKE	502	4.11	0.13	5%	7%	14%	42%	10%	9%	9%	4%
UTAH	526	4.13	0.11	3%	6%	10%	52%	13%	8%	6%	2%

I-15/ALPINE 01/07/2003 17(a) - WATER QUALITY

	-N-	Mean	95%C	1 VERY N EGATIVE IMPACT	2 - - -	3 - - -	4 - - -	5 - - -	6 - - -	7 VERY P OSITIVE IMPACT	DON'T KN OW
TOTALS	1028	4.14	0.08	4%	6%	8%	49%	12%	8%	6%	7%
TRAVEL ALONG I-15 CORRIDOR											
DAILY	154	4.05	0.19	4%	7%	7%	53%	19%	6%	3%	2%
WEEKLY	268	4.28	0.15	3%	4%	8%	51%	10%	11%	6%	6%
MONTHLY	313	4.15	0.15	4%	6%	8%	49%	12%	8%	6%	7%
EVERY FEW MONTHS	161	4.00	0.25	7%	11%	9%	40%	10%	7%	9%	7%
ONCE OR TWICE A YEAR	132	4.09	0.22	5%	3%	6%	54%	8%	5%	6%	13%
NEVER	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
TRAVEL DURING RUSH HOUR											
DAILY	116	4.07	0.20	3%	6%	8%	55%	19%	5%	2%	3%
WEEKLY	114	4.32	0.27	4%	6%	10%	47%	11%	10%	11%	3%
MONTHLY	181	4.15	0.20	4%	8%	7%	46%	11%	13%	4%	7%
EVERY FEW MONTHS	127	4.15	0.24	4%	6%	9%	54%	9%	7%	8%	3%
ONCE OR TWICE A YEAR	149	4.01	0.23	7%	4%	12%	47%	8%	9%	5%	8%
NEVER	339	4.14	0.14	4%	6%	5%	50%	12%	6%	6%	10%
DON'T KNOW	2	3.00	0.00	0%	0%	50%	0%	0%	0%	0%	50%
GENDER											
MALE	534	4.14	0.11	5%	6%	9%	50%	12%	9%	6%	4%
FEMALE	494	4.13	0.12	4%	6%	7%	49%	12%	6%	6%	10%
AGE CATEGORY											
18-29	234	4.06	0.16	4%	6%	10%	51%	12%	7%	4%	6%
30-39	219	4.18	0.18	5%	6%	8%	48%	14%	11%	5%	3%
40-49	217	4.10	0.16	2%	7%	6%	57%	11%	6%	5%	6%
50-59	147	4.31	0.24	5%	3%	7%	49%	12%	7%	10%	7%
60 AND OVER	201	4.11	0.21	5%	7%	8%	41%	8%	9%	7%	13%
REFUSE	10	3.89	1.25	10%	10%	10%	30%	20%	0%	10%	10%
EMPLOYED OUTSIDE THE HOME											
YES, FULL TIME	551	4.15	0.11	4%	6%	8%	52%	11%	8%	7%	4%
YES, PART TIME	115	4.19	0.23	4%	3%	7%	50%	17%	6%	4%	9%
NO	357	4.12	0.15	4%	8%	8%	45%	11%	9%	6%	11%
REFUSE	5	3.40	1.88	20%	0%	20%	40%	20%	0%	0%	0%
COMMUTE TO WORK/I-15 CORRIDOR											
YES	180	4.18	0.18	3%	4%	8%	56%	14%	6%	6%	3%
NO	486	4.14	0.12	5%	6%	8%	50%	12%	8%	6%	6%
CARPPOOL TO WORK											
YES	85	4.02	0.28	4%	8%	13%	49%	13%	6%	6%	1%
NO	581	4.17	0.11	4%	5%	7%	52%	12%	8%	6%	6%
COUNTY											
SALT LAKE	502	4.11	0.13	6%	7%	10%	43%	11%	8%	7%	8%
UTAH	526	4.16	0.10	3%	6%	6%	55%	12%	7%	5%	6%

I-15/ALPINE 01/07/2003 18(a) - HISTORIC RESOURCES

	-N-	Mean	95%C	1 VERY N EGATIVE IMPACT	2 - - -	3 - - -	4 - - -	5 - - -	6 - - -	7 VERY P OSITIVE IMPACT	DON'T KN OW
TOTALS	1028	4.30	0.08	4%	5%	7%	48%	11%	9%	9%	8%
TRAVEL ALONG I-15 CORRIDOR											
DAILY	154	4.15	0.23	6%	7%	5%	56%	8%	8%	9%	2%
WEEKLY	268	4.38	0.16	2%	5%	7%	47%	14%	10%	9%	7%
MONTHLY	313	4.34	0.15	4%	4%	6%	48%	11%	12%	7%	7%
EVERY FEW MONTHS	161	4.29	0.24	5%	6%	6%	43%	11%	7%	11%	10%
ONCE OR TWICE A YEAR	132	4.23	0.22	4%	1%	8%	52%	9%	5%	8%	14%
NEVER	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
TRAVEL DURING RUSH HOUR											
DAILY	116	4.23	0.25	4%	5%	5%	57%	9%	8%	9%	3%
WEEKLY	114	4.25	0.27	4%	8%	6%	47%	12%	9%	10%	4%
MONTHLY	181	4.31	0.21	3%	7%	8%	45%	8%	13%	9%	7%
EVERY FEW MONTHS	127	4.38	0.22	4%	1%	6%	54%	13%	11%	7%	4%
ONCE OR TWICE A YEAR	149	4.30	0.23	5%	3%	8%	47%	11%	9%	9%	9%
NEVER	339	4.31	0.15	4%	4%	6%	47%	12%	8%	9%	11%
DON'T KNOW	2	3.00	0.00	0%	0%	50%	0%	0%	0%	0%	50%
GENDER											
MALE	534	4.29	0.12	4%	6%	7%	49%	11%	10%	9%	5%
FEMALE	494	4.31	0.12	4%	3%	7%	48%	11%	9%	8%	10%
AGE CATEGORY											
18-29	234	4.41	0.17	3%	3%	8%	47%	15%	13%	7%	4%
30-39	219	4.32	0.19	4%	5%	7%	47%	11%	11%	10%	5%
40-49	217	4.10	0.17	4%	6%	5%	59%	8%	5%	6%	7%
50-59	147	4.44	0.22	4%	1%	5%	49%	15%	7%	11%	7%
60 AND OVER	201	4.27	0.21	4%	6%	7%	41%	8%	9%	10%	14%
REFUSE	10	4.10	0.79	0%	10%	10%	50%	20%	10%	0%	0%
EMPLOYED OUTSIDE THE HOME											
YES, FULL TIME	551	4.22	0.11	4%	5%	8%	51%	10%	9%	8%	5%
YES, PART TIME	115	4.54	0.26	4%	2%	3%	44%	17%	8%	12%	10%
NO	357	4.36	0.14	3%	4%	5%	47%	11%	11%	8%	11%
REFUSE	5	3.20	2.04	20%	20%	0%	40%	20%	0%	0%	0%
COMMUTE TO WORK/I-15 CORRIDOR											
YES	180	4.18	0.19	2%	7%	6%	59%	7%	8%	7%	3%
NO	486	4.31	0.13	5%	4%	8%	46%	13%	9%	10%	7%
CARPPOOL TO WORK											
YES	85	4.19	0.29	1%	8%	15%	45%	12%	11%	7%	1%
NO	581	4.29	0.11	4%	4%	6%	50%	11%	8%	9%	6%
COUNTY											
SALT LAKE	502	4.29	0.13	5%	5%	8%	44%	10%	9%	11%	9%
UTAH	526	4.31	0.11	3%	4%	6%	53%	12%	10%	7%	6%

I-15/ALPINE 01/07/2003 19(a) - CANALS

	-N-	Mean	95%C	1 VERY N EGATIVE IMPACT	2 - - -	3 - - -	4 - - -	5 - - -	6 - - -	7 VERY P OSITIVE IMPACT	DON'T KN OW
TOTALS	1028	4.24	0.08	3%	4%	8%	51%	11%	7%	7%	9%
TRAVEL ALONG I-15 CORRIDOR											
DAILY	154	4.23	0.22	3%	7%	7%	55%	10%	7%	10%	2%!
WEEKLY	268	4.34	0.15	2%	3%	8%	53%	12%	9%	7%	6%.
MONTHLY	313	4.26	0.14	3%	5%	7%	46%	13%	8%	6%	12%
EVERY FEW MONTHS	161	4.17	0.21	4%	4%	9%	51%	8%	6%	8%	11%
ONCE OR TWICE A YEAR	132	4.12	0.20	5%	1%!	7%	56%	11%	4%	5%	12%
NEVER	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
TRAVEL DURING RUSH HOUR											
DAILY	116	4.28	0.23	1%.	7%	7%	56%	12%	5%	9%	3%!
WEEKLY	114	4.15	0.24	3%	5%	12%	54%	9%	8%	7%	2%!
MONTHLY	181	4.31	0.19	2%	5%	8%	46%	14%	12%.	6%	8%
EVERY FEW MONTHS	127	4.36	0.21	2%	1%!	7%	58%	12%	7%	8%	5%.
ONCE OR TWICE A YEAR	149	4.21	0.22	5%	3%	6%	48%	11%	7%	7%	12%
NEVER	339	4.20	0.14	3%	4%	7%	50%	10%	5%	7%	14%!
DON'T KNOW	2	3.50	6.36	0%!	0%!	50%	50%	0%!	0%!	0%!	0%!
GENDER											
MALE	534	4.27	0.11	2%	4%	9%	53%	11%	7%	8%	6%!
FEMALE	494	4.22	0.11	3%	4%	7%	50%	12%	7%	6%	12%.
AGE CATEGORY											
18-29	234	4.28	0.15	3%	3%	9%	51%	16%.	9%	5%	5%!
30-39	219	4.28	0.18	2%	6%	8%	47%	12%	10%	7%	8%
40-49	217	4.13	0.15	1%!	5%	8%	60%!	9%	4%.	6%	7%
50-59	147	4.43	0.22	3%	1%!	7%	50%	10%	7%	12%	10%
60 AND OVER	201	4.13	0.20	4%	6%	6%	48%	7%.	5%	8%	15%.
REFUSE	10	4.38	0.84	0%!	0%!	10%	50%	10%	0%!	10%	20%
EMPLOYED OUTSIDE THE HOME											
YES, FULL TIME	551	4.22	0.11	3%	5%	8%	54%	10%	7%	8%	6%!
YES, PART TIME	115	4.26	0.21	3%	1%!	10%	49%	16%	7%	4%	11%
NO	357	4.27	0.13	3%	4%	6%	48%	11%	8%	6%	13%.
REFUSE	5	4.80	1.62	0%!	0%!	0%!	60%	20%	0%!	20%	0%!
COMMUTE TO WORK/I-15 CORRIDOR											
YES	180	4.15	0.18	1%!	6%	12%	57%	8%	8%	6%	3%!
NO	486	4.25	0.12	4%	4%	7%	51%	12%	6%	8%	8%
CARPPOOL TO WORK											
YES	85	4.19	0.28	2%	7%	9%	52%	14%	7%	7%	1%!
NO	581	4.23	0.10	3%	4%	8%	53%	11%	7%	7%	7%
COUNTY											
SALT LAKE	502	4.23	0.12	4%	4%	9%	48%	11%	5%.	9%	10%
UTAH	526	4.26	0.10	2%	4%	6%	54%	11%	9%	5%.	8%

I-15/ALPINE 01/07/2003 20(a) - OTHER ISSUES/CONCERNS

	-N-	Mean	95%C	DON'T KNOW	EXTEND CARPOOL LANE	MORE PUBLIC TRANSPORTATION/TRAX	COST & FINANCIAL ISSUES	11400 SOUTH EXIT	ALTERNATE ROUTES	MISC. CONSTRUCTION ISSUES	SOUND WALLS/BARRIERS
TOTALS	1028	7.97	0.29	69%	1%	6%	4%	1%	3%	4%	1%
TRAVEL ALONG I-15 CORRIDOR											
DAILY	154	8.96	0.77	63%	1%	5%	3%	1%	4%	5%	2%
WEEKLY	268	7.52	0.55	69%	2%	6%	4%	1%	3%	4%	2%
MONTHLY	313	7.60	0.52	68%	1%	8%	4%	1%	3%	4%	1%
EVERY FEW MONTHS	161	8.26	0.82	73%	2%	5%	4%	1%	1%	2%	1%
ONCE OR TWICE A YEAR	132	8.14	0.77	72%	2%	2%	6%	0%!	2%	3%	1%
NEVER	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
TRAVEL DURING RUSH HOUR											
DAILY	116	9.59	0.91	65%	1%	4%	3%	1%	5%	3%	1%
WEEKLY	114	7.10	0.72	65%	2%	4%	4%	3%	3%	8%	4%
MONTHLY	181	7.60	0.69	69%	2%	8%	4%	0%!	2%	3%	1%
EVERY FEW MONTHS	127	7.19	0.87	71%	1%	10%	3%	0%!	2%	4%	2%
ONCE OR TWICE A YEAR	149	8.20	0.76	69%	1%	5%	4%	1%	4%	5%	1%
NEVER	339	8.03	0.53	72%	2%	4%	5%	1%	2%	3%	0%!
DON'T KNOW	2	12.0	0.00	50%	0%!	0%!	0%!	0%!	0%!	0%!	0%!
GENDER											
MALE	534	8.12	0.40	70%	1%	6%	4%	1%	3%	3%	1%
FEMALE	494	7.83	0.42	68%	2%	6%	5%	0%!	2%	4%	1%
AGE CATEGORY											
18-29	234	8.08	0.56	73%	0%!	5%	3%	0%!	2%	4%	2%
30-39	219	7.86	0.61	71%	0%!	5%	5%	0%!	4%	3%	2%
40-49	217	7.76	0.66	64%	2%	7%	5%	1%	3%	5%	0%!
50-59	147	7.40	0.77	65%	3%	7%	4%	1%	3%	4%	0%!
60 AND OVER	201	8.88	0.72	71%	2%	5%	3%	1%	2%	2%	2%
REFUSE	10	5.50	1.13	80%	0%!	0%!	10%	0%!	0%!	10%	0%!
EMPLOYED OUTSIDE THE HOME											
YES, FULL TIME	551	7.81	0.39	69%	1%	5%	5%	1%	4%	4%	1%
YES, PART TIME	115	8.19	0.83	68%	2%	4%	4%	0%!	2%	5%	2%
NO	357	8.11	0.53	70%	2%	6%	3%	1%	1%	3%	1%
REFUSE	5	11.0	4.16	60%	0%!	0%!	0%!	0%!	0%!	0%!	20%
COMMUTE TO WORK/I-15 CORRIDOR											
YES	180	8.69	0.66	66%	1%	3%	2%	1%	6%	7%	1%
NO	486	7.54	0.41	70%	1%	6%	5%	0%!	2%	3%	1%
CARPOOL TO WORK											
YES	85	8.15	1.01	69%	0%!	5%	8%	0%!	0%!	5%	1%
NO	581	7.84	0.37	69%	1%	5%	4%	1%	4%	4%	1%
COUNTY											
SALT LAKE	502	7.72	0.43	73%	2%	5%	5%	1%	1%	3%	0%!
UTAH	526	8.16	0.40	65%	1%	6%	3%	0%!	4%	5%	2%

I-15/ALPINE 01/07/2003 20(b) - OTHER ISSUES/CONCERNS

	-N-	Mean	95%C	NEED LONG TERMS OLUTION	ENVIRONMENTAL CONCERNS	MISC. POINT OF MOUNTAIN COMMENTS	SAFETY/LANES TOO CLOSE TOGETHER	MISC. TRAFFIC REGULATION S/ENFORCE	GET ONE QUICKLY	IT D QUICK	GET PUBLIC'S/ BUSINESSES IDEAS	MISCELLANEOUS
TOTALS	1028	7.97	0.29	1%	1%	1%	1%	1%	2%	1%	4%	
TRAVEL ALONG I-15 CORRIDOR												
DAILY	154	8.96	0.77	1%	1%	0%!	1%	1%	5%	0%!	7%	
WEEKLY	268	7.52	0.55	1%	0%!	1%	1%	0%!	2%	1%	3%	
MONTHLY	313	7.60	0.52	1%	1%	1%	0%!	1%	3%	1%	3%	
EVERY FEW MONTHS	161	8.26	0.82	1%	1%	0%!	1%	0%!	2%	2%	4%	
ONCE OR TWICE A YEAR	132	8.14	0.77	2%	2%	1%	1%	2%	1%	2%	2%	
NEVER	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%	
DON'T KNOW	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%	
TRAVEL DURING RUSH HOUR												
DAILY	116	9.59	0.91	1%	2%	0%!	1%	1%	7%	0%!	7%	
WEEKLY	114	7.10	0.72	3%	0%!	0%!	0%!	0%!	3%	0%!	3%	
MONTHLY	181	7.60	0.69	2%	1%	2%	2%	1%	1%	2%	3%	
EVERY FEW MONTHS	127	7.19	0.87	1%	0%!	0%!	0%!	0%!	2%	2%	3%	
ONCE OR TWICE A YEAR	149	8.20	0.76	0%!	2%	0%!	1%	1%	2%	1%	5%	
NEVER	339	8.03	0.53	1%	1%	1%	1%	1%	2%	1%	3%	
DON'T KNOW	2	12.0	0.00	0%!	0%!	0%!	50%	0%!	0%!	0%!	0%!	
GENDER												
MALE	534	8.12	0.40	1%	1%	1%	1%	1%	2%	1%	4%	
FEMALE	494	7.83	0.42	1%	1%	1%	1%	0%!	2%	2%	3%	
AGE CATEGORY												
18-29	234	8.08	0.56	1%	0%!	2%	1%	0%!	3%	0%!	2%	
30-39	219	7.86	0.61	2%	1%	0%!	0%!	0%!	3%	1%	3%	
40-49	217	7.76	0.66	1%	1%	1%	1%	0%!	2%	1%	5%	
50-59	147	7.40	0.77	3%	1%	0%!	2%	1%	1%	1%	4%	
60 AND OVER	201	8.88	0.72	0%!	1%	0%!	1%	2%	2%	2%	4%	
REFUSE	10	5.50	1.13	0%!	0%!	0%!	0%!	0%!	0%!	0%!	0%!	
EMPLOYED OUTSIDE THE HOME												
YES, FULL TIME	551	7.81	0.39	1%	1%	0%!	1%	1%	3%	1%	3%	
YES, PART TIME	115	8.19	0.83	1%	3%	1%	2%	0%!	3%	2%	3%	
NO	357	8.11	0.53	1%	1%	1%	1%	0%!	2%	2%	4%	
REFUSE	5	11.0	4.16	0%!	0%!	0%!	0%!	0%!	20%	0%!	0%!	
COMMUTE TO WORK/I-15 CORRIDOR												
YES	180	8.69	0.66	2%	1%	0%!	1%	1%	4%	0%!	4%	
NO	486	7.54	0.41	1%	1%	1%	1%	1%	2%	1%	3%	
CARPOOL TO WORK												
YES	85	8.15	1.01	0%!	1%	1%	0%!	1%	6%	0%!	2%	
NO	581	7.84	0.37	2%	1%	0%!	1%	1%	2%	1%	3%	
COUNTY												
SALT LAKE	502	7.72	0.43	2%	0%!	0%!	1%	0%!	2%	2%	3%	
UTAH	526	8.16	0.40	1%	2%	1%	0%!	1%	3%	1%	5%	

I-15/ALPINE 01/07/2003 21(a) - RESULT IN INCREASED GROWTH

	-N-	Mean	95%C	DEFINITE LY WILL	PROBABLY WILL	PROBABLY WILL NO T	DEFINITE LY WILL NOT	DON'T KN OW
TOTALS	1028	2.55	0.06	14%	30%	37%	15%	4%
TRAVEL ALONG I-15 CORRIDOR								
ChiSqr=52.41, NDF=16, P=0.0000								
DAILY	154	2.29	0.15	21%	40%	26%!	12%	1%!
WEEKLY	268	2.40	0.11	17%	32%	37%	9%!	4%
MONTHLY	313	2.67	0.10	10%	28%	41%	17%	4%
EVERY FEW MONTHS	161	2.70	0.14	11%	23%	45%	17%	4%
ONCE OR TWICE A YEAR	132	2.70	0.17	11%	25%	34%	20%	9%
NEVER	0	0.00	0.00	0%	0%	0%	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%	0%	0%	0%
TRAVEL DURING RUSH HOUR								
ChiSqr=61.67, NDF=20, P=0.0000								
DAILY	116	2.36	0.18	20%	40%	24%!	16%	1%!
WEEKLY	114	2.27	0.15	18%	39%	36%	4%!	3%
MONTHLY	181	2.54	0.13	12%	33%	35%	14%	6%
EVERY FEW MONTHS	127	2.58	0.15	13%	25%	49%!	11%	2%
ONCE OR TWICE A YEAR	149	2.52	0.14	13%	33%	40%	12%	3%
NEVER	339	2.72	0.10	12%	23%!	38%	20%	7%
DON'T KNOW	2	3.00	0.00	0%!	0%!	50%	0%!	50%
GENDER								
ChiSqr=11.32, NDF=4, P=0.0231								
MALE	534	2.55	0.08	14%	32%	35%	16%	3%
FEMALE	494	2.55	0.08	14%	28%	40%	12%	6%
AGE CATEGORY								
18-29	234	2.41	0.11	16%	36%	36%	10%	2%
30-39	219	2.45	0.12	17%	33%	33%	13%	4%
40-49	217	2.67	0.12	12%	25%	41%	18%	4%
50-59	147	2.66	0.15	12%	27%	39%	18%	5%
60 AND OVER	201	2.58	0.13	12%	27%	38%	14%	8%
REFUSE	10	3.20	0.56	0%!	20%	40%	40%	0%!
EMPLOYED OUTSIDE THE HOME								
YES, FULL TIME	551	2.57	0.08	13%	31%	38%	15%	3%
YES, PART TIME	115	2.46	0.17	14%	33%	34%	11%	8%
NO	357	2.54	0.10	15%	28%	37%	15%	6%
REFUSE	5	3.00	0.00	0%!	0%!	80%	0%!	20%
COMMUTE TO WORK/I-15 CORRIDOR								
ChiSqr=23.52, NDF=4, P=0.0001								
YES	180	2.32	0.13	17%	43%!	29%	9%!	2%
NO	486	2.64	0.08	12%	27%	41%	16%	4%
CARPOOL TO WORK								
YES	85	2.73	0.19	9%	27%	44%	19%	1%!
NO	581	2.52	0.07	14%	32%	36%	14%	4%
COUNTY								
ChiSqr=21.00, NDF=4, P=0.0004								
SALT LAKE	502	2.63	0.08	15%	24%!	40%	18%	4%
UTAH	526	2.47	0.07	13%	36%!	35%	11%!	5%

I-15/ALPINE 01/07/2003 22(a) - IS POSITIVE OR NEGATIVE

	-N-	Mean	95%C	VERY POS ITIVE	SOMEWHAT POSITIV E	SOMEWHAT NEGATIV E	VERY NEG ATIVE	DON'T KN OW
TOTALS	450	2.16	0.09	24%	42%	19%	10%	4%
TRAVEL ALONG I-15 CORRIDOR								
DAILY	94	1.95	0.18	34%	43%	14%	7%	2%
WEEKLY	132	2.05	0.15	28%	40%	19%	7%	6%
MONTHLY	121	2.29	0.16	18%	44%	23%	12%	3%
EVERY FEW MONTHS	55	2.25	0.26	22%	45%	18%	15%	0%!
ONCE OR TWICE A YEAR	48	2.48	0.29	15%	40%	23%	19%	4%
NEVER	0	0.00	0.00	0%	0%	0%	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%	0%	0%	0%
TRAVEL DURING RUSH HOUR								
ChiSq=46.28, NDF=19, P=0.0005								
DAILY	69	1.82	0.20	39%	42%	13%	4%	1%
WEEKLY	65	2.13	0.24	29%	37%	20%	11%	3%
MONTHLY	81	2.08	0.20	26%	43%	16%	9%	6%
EVERY FEW MONTHS	49	1.96	0.24	33%	39%	24%	2%!	2%
ONCE OR TWICE A YEAR	68	2.60	0.21	7%!	43%	32%	18%	0%!
NEVER	118	2.27	0.17	19%	46%	15%	14%	6%
DON'T KNOW	0	0.00	0.00	0%	0%	0%	0%	0%
GENDER								
MALE	245	2.09	0.12	28%	41%	18%	9%	3%
FEMALE	205	2.25	0.13	20%	43%	21%	12%	4%
AGE CATEGORY								
18-29	122	2.03	0.15	25%	52%	16%	6%	2%
30-39	109	2.01	0.16	28%	46%	18%	6%	2%
40-49	81	2.32	0.23	25%	36%	19%	19%	2%
50-59	56	2.18	0.26	23%	38%	18%	11%	11%
60 AND OVER	80	2.39	0.22	20%	34%	28%	15%	4%
REFUSE	2	3.50	6.36	0%!	0%!	50%	50%	0%!
EMPLOYED OUTSIDE THE HOME								
YES, FULL TIME	242	2.08	0.12	27%	43%	17%	9%	4%
YES, PART TIME	54	2.38	0.26	15%	48%	19%	17%	2%
NO	154	2.22	0.15	23%	39%	24%	10%	3%
REFUSE	0	0.00	0.00	0%	0%	0%	0%	0%
COMMUTE TO WORK/I-15 CORRIDOR								
YES	107	1.94	0.17	33%	45%	12%	7%	3%
NO	189	2.24	0.13	21%	43%	20%	12%	4%
CARPPOOL TO WORK								
YES	31	2.06	0.31	23%	58%	10%	10%	0%!
NO	265	2.14	0.11	25%	42%	18%	11%	4%
COUNTY								
SALT LAKE	193	2.13	0.14	27%	41%	18%	11%	3%
UTAH	257	2.19	0.11	22%	43%	21%	10%	4%

I-15/ALPINE 01/07/2003 23(a) - DISRUPTING TRAFFIC FOR 9 MONTHS

	-N-	Mean	95%C	STRONGLY FAVOR	SOMEWHAT FAVOR	SOMEWHAT OPPOSE	STRONGLY OPPOSE	DON'T KN OW
TOTALS	1028	1.97	0.06	33%	43%	12%	9%	3%
TRAVEL ALONG I-15 CORRIDOR								
ChiSqr=31.24, NDF=16, P=0.0126								
DAILY	154	1.93	0.16	40%	36%	11%	11%	2%
WEEKLY	268	1.95	0.10	32%	47%	12%	7%	2%
MONTHLY	313	1.92	0.10	38%	39%	12%	9%	2%
EVERY FEW MONTHS	161	2.05	0.14	25%	49%	12%	9%	5%
ONCE OR TWICE A YEAR	132	2.11	0.16	25%	43%	14%	11%	8%
NEVER	0	0.00	0.00	0%	0%	0%	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%	0%	0%	0%
TRAVEL DURING RUSH HOUR								
ChiSqr=38.36, NDF=20, P=0.0081								
DAILY	116	1.82	0.18	47%	33%	9%	10%	2%
WEEKLY	114	1.96	0.17	35%	40%	16%	8%	1%
MONTHLY	181	1.88	0.13	37%	46%	8%	8%	1%
EVERY FEW MONTHS	127	2.05	0.16	27%	47%	14%	9%	3%
ONCE OR TWICE A YEAR	149	2.03	0.14	29%	45%	15%	8%	3%
NEVER	339	2.02	0.10	30%	42%	12%	9%	6%
DON'T KNOW	2	2.50	6.36	0%	50%	50%	0%	0%
GENDER								
ChiSqr=10.22, NDF=4, P=0.0365								
MALE	534	1.90	0.08	37%	40%	11%	8%	3%
FEMALE	494	2.05	0.08	28%	45%	14%	9%	3%
AGE CATEGORY								
18-29	234	2.00	0.11	29%	49%	13%	8%	1%
30-39	219	1.93	0.12	35%	42%	14%	7%	2%
40-49	217	1.98	0.12	31%	46%	10%	10%	4%
50-59	147	1.88	0.16	42%	34%	11%	10%	4%
60 AND OVER	201	2.05	0.14	31%	38%	14%	11%	5%
REFUSE	10	1.80	0.56	40%	40%	20%	0%	0%
EMPLOYED OUTSIDE THE HOME								
YES, FULL TIME	551	1.90	0.07	37%	41%	12%	7%	3%
YES, PART TIME	115	1.99	0.16	30%	50%	10%	10%	2%
NO	357	2.08	0.10	28%	42%	14%	11%	4%
REFUSE	5	2.20	1.36	20%	60%	0%	20%	0%
COMMUTE TO WORK/I-15 CORRIDOR								
YES	180	1.93	0.14	39%	37%	13%	9%	2%
NO	486	1.91	0.08	34%	45%	11%	7%	3%
CARPOOL TO WORK								
YES	85	1.93	0.18	32%	48%	11%	7%	2%
NO	581	1.91	0.07	36%	42%	12%	8%	3%
COUNTY								
SALT LAKE	502	2.02	0.08	32%	40%	14%	10%	4%
UTAH	526	1.92	0.07	34%	45%	11%	7%	2%

I-15/ALPINE 01/07/2003 24(a) - DO YOU USE THE INTERNET

	-N-	Mean	95%C	YES	NO
TOTALS	1028	1.27	0.03	73%	27%
TRAVEL ALONG I-15 CORRIDOR					
ChiSqr=24.79, NDF=4, P=0.0001					
DAILY	154	1.16	0.06	84%!	16%!
WEEKLY	268	1.25	0.05	75%	25%
MONTHLY	313	1.25	0.05	75%	25%
EVERY FEW MONTHS	161	1.30	0.07	70%	30%
ONCE OR TWICE A YEAR	132	1.41	0.09	59%!	41%!
NEVER	0	0.00	0.00	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%
TRAVEL DURING RUSH HOUR					
ChiSqr=26.68, NDF=5, P=0.0001					
DAILY	116	1.16	0.07	84%!	16%!
WEEKLY	114	1.19	0.07	81%.	19%.
MONTHLY	181	1.27	0.07	73%	27%
EVERY FEW MONTHS	127	1.18	0.07	82%!	18%!
ONCE OR TWICE A YEAR	149	1.30	0.07	70%	30%
NEVER	339	1.35	0.05	65%!	35%!
DON'T KNOW	2	1.50	6.36	50%	50%
GENDER					
ChiSqr=3.81, NDF=1, P=0.0481					
MALE	534	1.24	0.04	76%	24%
FEMALE	494	1.29	0.04	71%	29%
AGE CATEGORY					
ChiSqr=135.60, NDF=5, P=0.0000					
18-29	234	1.14	0.04	86%!	14%!
30-39	219	1.15	0.05	85%!	15%!
40-49	217	1.21	0.05	79%.	21%.
50-59	147	1.30	0.08	70%	30%
60 AND OVER	201	1.57	0.07	43%!	57%!
REFUSE	10	1.30	0.35	70%	30%
EMPLOYED OUTSIDE THE HOME					
ChiSqr=46.21, NDF=2, P=0.0000					
YES, FULL TIME	551	1.19	0.03	81%!	19%!
YES, PART TIME	115	1.23	0.08	77%	23%
NO	357	1.39	0.05	61%!	39%!
REFUSE	5	1.40	0.68	60%	40%
COMMUTE TO WORK/I-15 CORRIDOR					
YES	180	1.17	0.06	83%!	17%!
NO	486	1.21	0.04	79%!	21%!
CARPOOL TO WORK					
YES	85	1.19	0.08	81%	19%
NO	581	1.20	0.03	80%!	20%!
COUNTY					
ChiSqr=5.56, NDF=1, P=0.0175					
SALT LAKE	502	1.30	0.04	70%	30%
UTAH	526	1.23	0.04	77%.	23%.

I-15/ALPINE 01/07/2003 25(a) - KNOW HOW TO ACCESS UDOT WEBSITE

	-N-	Mean	95%C	YES	NO
TOTALS	755	1.18	0.03	82%	18%
TRAVEL ALONG I-15 CORRIDOR					
DAILY	130	1.12	0.06	88%	12%
WEEKLY	200	1.18	0.05	82%	18%
MONTHLY	234	1.18	0.05	82%	18%
EVERY FEW MONTHS	113	1.23	0.08	77%	23%
ONCE OR TWICE A YEAR	78	1.19	0.09	81%	19%
NEVER	0	0.00	0.00	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%
TRAVEL DURING RUSH HOUR					
DAILY	98	1.12	0.07	88%	12%
WEEKLY	92	1.14	0.07	86%	14%
MONTHLY	133	1.20	0.07	80%	20%
EVERY FEW MONTHS	104	1.22	0.08	78%	22%
ONCE OR TWICE A YEAR	105	1.17	0.07	83%	17%
NEVER	222	1.18	0.05	82%	18%
DON'T KNOW	1	2.00	0.00	0%	100%
GENDER					
MALE	406	1.16	0.04	84%	16%
FEMALE	349	1.20	0.04	80%	20%
AGE CATEGORY					
18-29	201	1.16	0.05	84%	16%
30-39	187	1.19	0.06	81%	19%
40-49	171	1.18	0.06	82%	18%
50-59	103	1.14	0.07	86%	14%
60 AND OVER	86	1.20	0.09	80%	20%
REFUSE	7	1.43	0.49	57%	43%
EMPLOYED OUTSIDE THE HOME					
ChiSqr=8.62, NDF=2, P=0.0134					
YES, FULL TIME	446	1.14	0.03	86%	14%
YES, PART TIME	89	1.19	0.08	81%	19%
NO	217	1.24	0.06	77%	24%
REFUSE	3	1.67	1.43	33%	67%
COMMUTE TO WORK/I-15 CORRIDOR					
YES	149	1.11	0.05	89%	11%
NO	386	1.17	0.04	83%	17%
CARPPOOL TO WORK					
YES	69	1.10	0.07	90%	10%
NO	466	1.16	0.03	84%	16%
COUNTY					
SALT LAKE	352	1.17	0.04	83%	17%
UTAH	403	1.19	0.04	81%	19%

I-15/ALPINE 01/07/2003 26(a) - COMMENTS

	-N-	Mean	95%C	DON'T KNOW	NEED MORE MASS TRANSIT/RAX	DO IT AND DO IT FAST	DO CONSTRUCTION AT NIGHT	DO CONSTRUCTION DURING SUMMER	AVOID CONSTRUCTION-RUSH HOUR	COMPLETE LEGACY HIGHWAY	MISC. COMMENTS-ON AND OFF RAMP
TOTALS	1028	6.75	0.24	82%	4%	3%	1%	0%	1%	1%	1%
TRAVEL ALONG I-15 CORRIDOR											
DAILY	154	6.33	0.60	72%	6%	5%	3%	0%	1%	0%	1%
WEEKLY	268	6.63	0.46	81%	4%	4%	1%	0%	1%	1%	1%
MONTHLY	313	6.70	0.45	83%	5%	2%	1%	0%	0%	0%	1%
EVERY FEW MONTHS	161	7.00	0.66	88%	4%	0%	1%	1%	0%	1%	0%
ONCE OR TWICE A YEAR	132	8.38	0.52	90%	1%	1%	0%	0%	1%	2%	0%
NEVER	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%	0%	0%	0%	0%	0%	0%
TRAVEL DURING RUSH HOUR											
DAILY	116	6.50	0.70	72%	7%	4%	1%	1%	0%	0%	2%
WEEKLY	114	5.35	0.65	80%	4%	7%	2%	0%	2%	1%	0%
MONTHLY	181	7.29	0.55	81%	2%	4%	1%	0%	1%	0%	2%
EVERY FEW MONTHS	127	6.23	0.74	80%	9%	1%	1%	0%	1%	0%	1%
ONCE OR TWICE A YEAR	149	7.56	0.58	88%	3%	0%	1%	0%	0%	2%	1%
NEVER	339	7.17	0.42	86%	3%	1%	1%	0%	1%	1%	0%
DON'T KNOW	2	0.00	0.00	100%	0%	0%	0%	0%	0%	0%	0%
GENDER											
MALE	534	6.42	0.33	83%	5%	3%	1%	0%	0%	1%	1%
FEMALE	494	7.08	0.34	82%	4%	2%	1%	0%	1%	0%	1%
AGE CATEGORY											
18-29	234	6.37	0.48	84%	3%	3%	2%	0%	1%	0%	1%
30-39	219	6.44	0.52	84%	5%	2%	1%	0%	0%	0%	0%
40-49	217	6.41	0.52	80%	6%	3%	0%	0%	1%	1%	1%
50-59	147	6.96	0.65	81%	4%	3%	1%	0%	0%	1%	0%
60 AND OVER	201	7.71	0.51	83%	2%	2%	1%	0%	1%	1%	1%
REFUSE	10	0.00	0.00	100%	0%	0%	0%	0%	0%	0%	0%
EMPLOYED OUTSIDE THE HOME											
YES, FULL TIME	551	6.51	0.33	82%	5%	3%	1%	0%	1%	1%	1%
YES, PART TIME	115	7.72	0.71	78%	3%	3%	2%	2%	1%	0%	0%
NO	357	6.65	0.38	85%	3%	3%	1%	0%	1%	1%	1%
REFUSE	5	11.0	0.00	80%	0%	0%	0%	0%	0%	0%	0%
COMMUTE TO WORK/I-15 CORRIDOR											
YES	180	6.29	0.55	77%	5%	4%	2%	1%	1%	0%	1%
NO	486	6.99	0.36	83%	5%	2%	0%	0%	0%	1%	1%
CARPPOOL TO WORK											
YES	85	7.40	0.81	82%	2%	4%	0%	0%	1%	1%	0%
NO	581	6.67	0.32	81%	5%	2%	1%	0%	1%	0%	1%
COUNTY											
SALT LAKE	502	6.85	0.33	84%	3%	2%	1%	0%	1%	1%	1%
UTAH	526	6.66	0.34	81%	5%	3%	1%	0%	1%	0%	1%

I-15/ALPINE 01/07/2003 26(b) - COMMENTS

	-N-	Mean	95%C	ADD MORE LANES	MORE LAW ENFORCE MENT ON FREEWAY	MISCELLA NEOUS	ALTERNAT E ROUTES
TOTALS	1028	6.75	0.24	2%	1%	4%	1%
TRAVEL ALONG I-15 CORRIDOR							
DAILY	154	6.33	0.60	5%	1%	5%	2%
WEEKLY	268	6.63	0.46	2%	1%	4%	1%
MONTHLY	313	6.70	0.45	1%	0%!	5%	1%
EVERY FEW MONTHS	161	7.00	0.66	1%	1%	3%	2%
ONCE OR TWICE A YEAR	132	8.38	0.52	1%	2%	4%	0%!
NEVER	0	0.00	0.00	0%	0%	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%	0%	0%
TRAVEL DURING RUSH HOUR							
DAILY	116	6.50	0.70	6%	0%!	6%	1%
WEEKLY	114	5.35	0.65	2%	0%!	2%	2%
MONTHLY	181	7.29	0.55	1%	1%	6%	1%
EVERY FEW MONTHS	127	6.23	0.74	1%	2%	5%	2%
ONCE OR TWICE A YEAR	149	7.56	0.58	1%	1%	3%	1%
NEVER	339	7.17	0.42	1%	1%	4%	1%
DON'T KNOW	2	0.00	0.00	0%!	0%!	0%!	0%!
GENDER							
MALE	534	6.42	0.33	2%	1%	4%	1%
FEMALE	494	7.08	0.34	2%	0%!	5%	1%
AGE CATEGORY							
18-29	234	6.37	0.48	0%!	1%	4%	0%!
30-39	219	6.44	0.52	2%	0%!	3%	1%
40-49	217	6.41	0.52	2%	0%!	5%	1%
50-59	147	6.96	0.65	3%	1%	4%	2%
60 AND OVER	201	7.71	0.51	1%	2%	6%	1%
REFUSE	10	0.00	0.00	0%!	0%!	0%!	0%!
EMPLOYED OUTSIDE THE HOME							
YES, FULL TIME	551	6.51	0.33	2%	1%	4%	2%
YES, PART TIME	115	7.72	0.71	0%!	1%	10%	1%
NO	357	6.65	0.38	2%	1%	3%	1%
REFUSE	5	11.0	0.00	0%!	0%!	20%	0%!
COMMUTE TO WORK/I-15 CORRIDOR							
YES	180	6.29	0.55	4%	1%	4%	1%
NO	486	6.99	0.36	1%	1%	5%	2%
CARPPOOL TO WORK							
YES	85	7.40	0.81	2%	0%!	6%	1%
NO	581	6.67	0.32	2%	1%	5%	2%
COUNTY							
SALT LAKE	502	6.85	0.33	2%	1%	3%	1%
UTAH	526	6.66	0.34	2%	1%	5%	1%

I-15/ALPINE 01/07/2003 27(a) - GENDER

	-N-	Mean	95%C	MALE	FEMALE
TOTALS	1028	1.48	0.03	52%	48%
TRAVEL ALONG I-15 CORRIDOR					
ChiSqr=39.40, NDF=4, P=0.0000					
DAILY	154	1.26	0.07	74%!	26%!
WEEKLY	268	1.52	0.06	48%	52%
MONTHLY	313	1.52	0.06	48%	52%
EVERY FEW MONTHS	161	1.46	0.08	54%	46%
ONCE OR TWICE A YEAR	132	1.58	0.09	42%.	58%.
NEVER	0	0.00	0.00	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%
TRAVEL DURING RUSH HOUR					
ChiSqr=34.04, NDF=5, P=0.0000					
DAILY	116	1.25	0.08	75%!	25%!
WEEKLY	114	1.41	0.09	59%	41%
MONTHLY	181	1.50	0.07	50%	50%
EVERY FEW MONTHS	127	1.50	0.09	50%	50%
ONCE OR TWICE A YEAR	149	1.53	0.08	47%	53%
NEVER	339	1.54	0.05	46%.	54%.
DON'T KNOW	2	1.50	6.36	50%	50%
AGE CATEGORY					
18-29	234	1.50	0.06	50%	50%
30-39	219	1.47	0.07	53%	47%
40-49	217	1.49	0.07	51%	49%
50-59	147	1.48	0.08	52%	48%
60 AND OVER	201	1.46	0.07	54%	46%
REFUSE	10	1.60	0.37	40%	60%
EMPLOYED OUTSIDE THE HOME					
ChiSqr=146.65, NDF=2, P=0.0000					
YES, FULL TIME	551	1.30	0.04	70%!	31%!
YES, PART TIME	115	1.68	0.09	32%!	68%!
NO	357	1.69	0.05	31%!	69%!
REFUSE	5	1.60	0.68	40%	60%
COMMUTE TO WORK/I-15 CORRIDOR					
ChiSqr=21.23, NDF=1, P=0.0000					
YES	180	1.23	0.06	77%!	23%!
NO	486	1.42	0.04	58%!	42%!
CARPOOL TO WORK					
YES	85	1.34	0.10	66%!	34%!
NO	581	1.37	0.04	63%!	37%!
COUNTY					
SALT LAKE	502	1.47	0.04	53%	47%
UTAH	526	1.49	0.04	51%	49%

I-15/ALPINE 01/07/2003 28(a) - AGE CATEGORY

	-N-	Mean	95%C	18-29	30-39	40-49	50-59	60 AND OVER	REFUSE
TOTALS	1028	2.86	0.09	23%	21%	21%	14%	20%	1%
TRAVEL ALONG I-15 CORRIDOR ChiSqr=39.45, NDF=17, P=0.0016									
DAILY	154	2.49	0.20	25%	32%!	20%	12%	10%!	0%!
WEEKLY	268	2.71	0.17	29%	20%	20%	14%	17%	1%
MONTHLY	313	2.95	0.16	20%	20%	22%	16%	20%	2%
EVERY FEW MONTHS	161	3.09	0.22	17%	19%	25%	12%	25%	1%
ONCE OR TWICE A YEAR	132	3.13	0.26	20%	18%	17%	17%	27%	1%
NEVER	0	0.00	0.00	0%	0%	0%	0%	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%	0%	0%	0%	0%
TRAVEL DURING RUSH HOUR ChiSqr=53.37, NDF=20, P=0.0001									
DAILY	116	2.44	0.21	22%	36%!	24%	9%	8%!	0%!
WEEKLY	114	2.56	0.25	29%	24%	19%	17%	11%!	1%
MONTHLY	181	2.78	0.22	28%	18%	21%	13%	20%	0%!
EVERY FEW MONTHS	127	2.73	0.25	27%	18%	24%	15%	15%	2%
ONCE OR TWICE A YEAR	149	3.06	0.23	17%	22%	21%	13%	25%	1%
NEVER	339	3.12	0.16	19%	18%	20%	16%	26%	1%
DON'T KNOW	2	4.50	6.36	0%!	0%!	0%!	50%	50%	0%!
GENDER									
MALE	534	2.89	0.12	22%	22%	21%	14%	20%	1%
FEMALE	494	2.84	0.13	23%	21%	22%	14%	19%	1%
EMPLOYED OUTSIDE THE HOME ChiSqr=173.11, NDF=9, P=0.0000									
YES, FULL TIME	551	2.56	0.10	25%	24%	28%!	16%	7%!	1%
YES, PART TIME	115	2.57	0.29	39%!	17%	11%!	15%	18%	0%!
NO	357	3.44	0.16	15%!	18%	14%!	12%	40%!	1%
REFUSE	5	1.50	0.69	20%	20%	0%!	0%!	0%!	60%
COMMUTE TO WORK/I-15 CORRIDOR ChiSqr=9.85, NDF=4, P=0.0426									
YES	180	2.37	0.18	31%.	29%.	19%	14%	7%!	1%
NO	486	2.64	0.12	26%	21%	27%!	16%	10%!	0%!
CARPOOL TO WORK ChiSqr=12.21, NDF=4, P=0.0159									
YES	85	2.19	0.25	39%!	22%	21%	16%	1%!	0%!
NO	581	2.62	0.11	25%	23%	25%.	16%	10%!	1%
COUNTY ChiSqr=22.24, NDF=5, P=0.0005									
SALT LAKE	502	3.04	0.12	17%!	21%	24%	16%	21%	1%
UTAH	526	2.70	0.12	29%!	21%	19%	13%	18%	1%

I-15/ALPINE 01/07/2003 29(a) - EMPLOYED OUTSIDE THE HOME

	-N-	Mean	95%C	YES, FUL L TIME	YES, PAR T TIME	NO	REFUSE
TOTALS	1028	1.81	0.06	54%	11%	35%	0%
TRAVEL ALONG I-15 CORRIDOR ChiSqr=64.99, NDF=8, P=0.0000							
DAILY	154	1.31	0.11	81%!	7%	12%!	1%
WEEKLY	268	1.85	0.11	50%	16%	34%	0%
MONTHLY	313	1.90	0.11	50%	10%	40%	1%
EVERY FEW MONTHS	161	1.91	0.15	50%	9%	40%	1%
ONCE OR TWICE A YEAR	132	2.00	0.16	44%	12%	44%	0%
NEVER	0	0.00	0.00	0%	0%	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%	0%	0%
TRAVEL DURING RUSH HOUR ChiSqr=73.86, NDF=10, P=0.0000							
DAILY	116	1.28	0.12	83%!	5%!	11%!	1%
WEEKLY	114	1.59	0.15	62%	17%	21%!	0%
MONTHLY	181	1.81	0.13	51%	16%	33%	0%
EVERY FEW MONTHS	127	1.89	0.17	51%	8%	40%	1%
ONCE OR TWICE A YEAR	149	1.89	0.15	50%	11%	38%	1%
NEVER	339	2.00	0.10	45%!	10%	45%!	1%
DON'T KNOW	2	3.00	0.00	0%!	0%!	100%!	0%
GENDER ChiSqr=146.65, NDF=2, P=0.0000							
MALE	534	1.49	0.07	72%!	7%!	21%!	0%
FEMALE	494	2.16	0.08	34%!	16%!	50%!	1%.
AGE CATEGORY ChiSqr=173.11, NDF=9, P=0.0000							
18-29	234	1.65	0.11	58%	19%!	23%!	0%
30-39	219	1.68	0.12	61%	9%	30%	0%
40-49	217	1.53	0.11	71%!	6%!	24%!	0%
50-59	147	1.70	0.15	59%	12%	29%	0%
60 AND OVER	201	2.51	0.11	19%!	10%	70%!	0%
REFUSE	10	2.14	0.75	30%	0%!	40%	30%
COMMUTE TO WORK/I-15 CORRIDOR ChiSqr=6.54, NDF=1, P=0.0102							
YES	180	1.11	0.05	89%!	11%	0%!	0%
NO	486	1.20	0.04	80%!	20%!	0%!	0%
CARPOOL TO WORK							
YES	85	1.14	0.08	86%!	14%	0%!	0%
NO	581	1.18	0.03	82%!	18%!	0%!	0%
COUNTY							
SALT LAKE	502	1.78	0.08	56%	9%	34%	0%
UTAH	526	1.84	0.08	51%	13%	35%	1%.

I-15/ALPINE 01/07/2003 30(a) - COMMUTE TO WORK/I-15 CORRIDOR

	-N-	Mean	95%C	YES	NO
TOTALS	666	1.73	0.03	27%	73%
TRAVEL ALONG I-15 CORRIDOR					
ChiSqr=333.43, NDF=4, P=0.0000					
DAILY	135	1.16	0.06	84%!	16%!
WEEKLY	176	1.68	0.07	32%	68%
MONTHLY	187	1.97	0.03	3%!	97%!
EVERY FEW MONTHS	94	1.99	0.02	1%!	99%!
ONCE OR TWICE A YEAR	74	1.96	0.05	4%!	96%!
NEVER	0	0.00	0.00	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%
TRAVEL DURING RUSH HOUR					
ChiSqr=305.57, NDF=5, P=0.0000					
DAILY	102	1.14	0.07	86%!	14%!
WEEKLY	90	1.44	0.10	56%!	44%!
MONTHLY	122	1.83	0.07	17%!	83%!
EVERY FEW MONTHS	75	1.95	0.05	5%!	95%!
ONCE OR TWICE A YEAR	91	1.99	0.02	1%!	99%!
NEVER	186	1.91	0.04	9%!	91%!
DON'T KNOW	0	0.00	0.00	0%	0%
GENDER					
ChiSqr=21.23, NDF=1, P=0.0000					
MALE	420	1.67	0.05	33%!	67%!
FEMALE	246	1.83	0.05	17%!	83%!
AGE CATEGORY					
ChiSqr=9.85, NDF=4, P=0.0426					
18-29	180	1.69	0.07	31%	69%
30-39	153	1.66	0.08	34%	66%
40-49	166	1.79	0.06	21%	79%
50-59	104	1.76	0.08	24%	76%
60 AND OVER	60	1.80	0.10	20%	80%
REFUSE	3	1.67	1.43	33%	67%
EMPLOYED OUTSIDE THE HOME					
ChiSqr=6.54, NDF=1, P=0.0102					
YES, FULL TIME	551	1.71	0.04	29%	71%
YES, PART TIME	115	1.83	0.07	17%!	83%!
NO	0	0.00	0.00	0%	0%
REFUSE	0	0.00	0.00	0%	0%
CARPOOL TO WORK					
ChiSqr=4.41, NDF=1, P=0.0338					
YES	85	1.64	0.10	36%	64%
NO	581	1.74	0.04	26%	74%
COUNTY					
SALT LAKE	329	1.76	0.05	24%	76%
UTAH	337	1.70	0.05	30%	70%

I-15/ALPINE 01/07/2003 31(a) - CARPOOL TO WORK

	-N-	Mean	95%C	YES	NO
TOTALS	666	1.87	0.03	13%	87%
TRAVEL ALONG I-15 CORRIDOR					
DAILY	135	1.81	0.07	19%	81%
WEEKLY	176	1.85	0.05	15%	85%
MONTHLY	187	1.90	0.04	10%	90%
EVERY FEW MONTHS	94	1.90	0.06	10%	90%
ONCE OR TWICE A YEAR	74	1.91	0.07	9%	91%
NEVER	0	0.00	0.00	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%
TRAVEL DURING RUSH HOUR					
ChiSqr=14.93, NDF=5, P=0.0108					
DAILY	102	1.80	0.08	20%	80%
WEEKLY	90	1.86	0.07	14%	86%
MONTHLY	122	1.85	0.06	15%	85%
EVERY FEW MONTHS	75	1.93	0.06	7%	93%
ONCE OR TWICE A YEAR	91	1.82	0.08	18%	82%
NEVER	186	1.93	0.04	7%!	93%!
DON'T KNOW	0	0.00	0.00	0%	0%
GENDER					
MALE	420	1.87	0.03	13%	87%
FEMALE	246	1.88	0.04	12%	88%
AGE CATEGORY					
ChiSqr=12.21, NDF=4, P=0.0159					
18-29	180	1.82	0.06	18%	82%
30-39	153	1.88	0.05	12%	88%
40-49	166	1.89	0.05	11%	89%
50-59	104	1.87	0.07	13%	87%
60 AND OVER	60	1.98	0.03	2%!	98%!
REFUSE	3	2.00	0.00	0%!	100%!
EMPLOYED OUTSIDE THE HOME					
YES, FULL TIME	551	1.87	0.03	13%	87%
YES, PART TIME	115	1.90	0.06	10%	90%
NO	0	0.00	0.00	0%	0%
REFUSE	0	0.00	0.00	0%	0%
COMMUTE TO WORK/I-15 CORRIDOR					
ChiSqr=4.41, NDF=1, P=0.0338					
YES	180	1.83	0.06	17%	83%
NO	486	1.89	0.03	11%	89%
COUNTY					
SALT LAKE	329	1.89	0.03	11%	89%
UTAH	337	1.85	0.04	15%	85%

I-15/ALPINE 01/07/2003 33(a) - COUNTY

	-N-	Mean	95%CI	SALT LAKE E	UTAH
TOTALS	1028	1.51	0.03	49%	51%
TRAVEL ALONG I-15 CORRIDOR					
ChiSqr=59.34, NDF=4, P=0.0000					
DAILY	154	1.58	0.08	42%	58%
WEEKLY	268	1.60	0.06	40%!	60%!
MONTHLY	313	1.57	0.06	43%.	57%.
EVERY FEW MONTHS	161	1.28	0.07	72%!	28%!
ONCE OR TWICE A YEAR	132	1.39	0.08	61%!	39%!
NEVER	0	0.00	0.00	0%	0%
DON'T KNOW	0	0.00	0.00	0%	0%
TRAVEL DURING RUSH HOUR					
ChiSqr=16.88, NDF=5, P=0.0049					
DAILY	116	1.61	0.09	39%.	61%.
WEEKLY	114	1.53	0.09	47%	53%
MONTHLY	181	1.56	0.07	44%	56%
EVERY FEW MONTHS	127	1.50	0.09	50%	50%
ONCE OR TWICE A YEAR	149	1.56	0.08	44%	56%
NEVER	339	1.43	0.05	57%!	43%!
DON'T KNOW	2	1.00	0.00	100%!	0%!
GENDER					
MALE	534	1.51	0.04	49%	51%
FEMALE	494	1.52	0.04	48%	52%
AGE CATEGORY					
ChiSqr=22.24, NDF=5, P=0.0005					
18-29	234	1.64	0.06	36%!	64%!
30-39	219	1.51	0.07	49%	51%
40-49	217	1.46	0.07	54%	46%
50-59	147	1.46	0.08	54%	46%
60 AND OVER	201	1.47	0.07	53%	47%
REFUSE	10	1.40	0.37	60%	40%
EMPLOYED OUTSIDE THE HOME					
YES, FULL TIME	551	1.49	0.04	51%	49%
YES, PART TIME	115	1.59	0.09	41%	59%
NO	357	1.52	0.05	48%	52%
REFUSE	5	1.80	0.56	20%	80%
COMMUTE TO WORK/I-15 CORRIDOR					
YES	180	1.57	0.07	43%	57%
NO	486	1.48	0.04	52%	48%
CARPOOL TO WORK					
YES	85	1.59	0.11	41%	59%
NO	581	1.49	0.04	51%	49%